



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

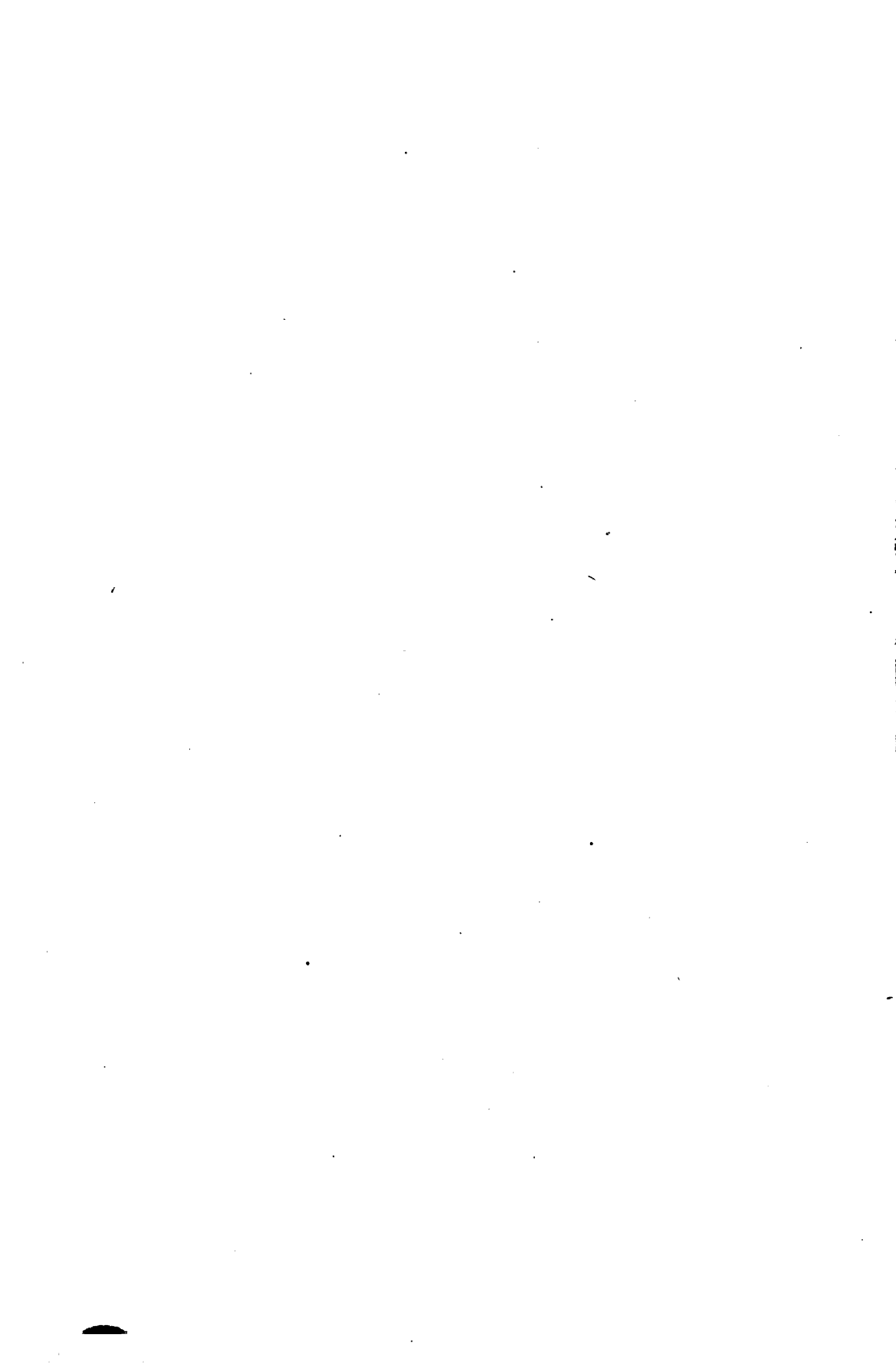
- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

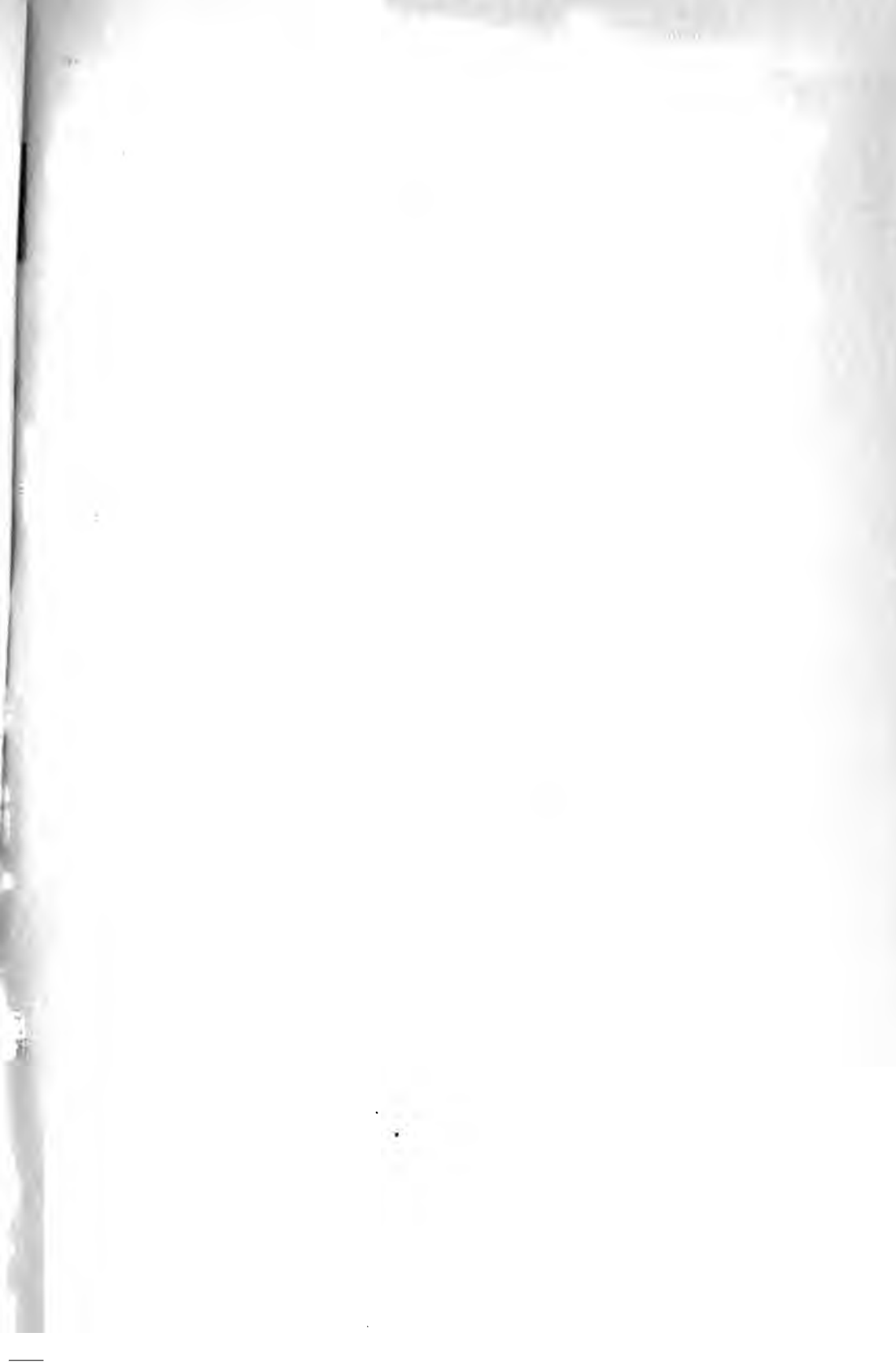
About Google Book Search

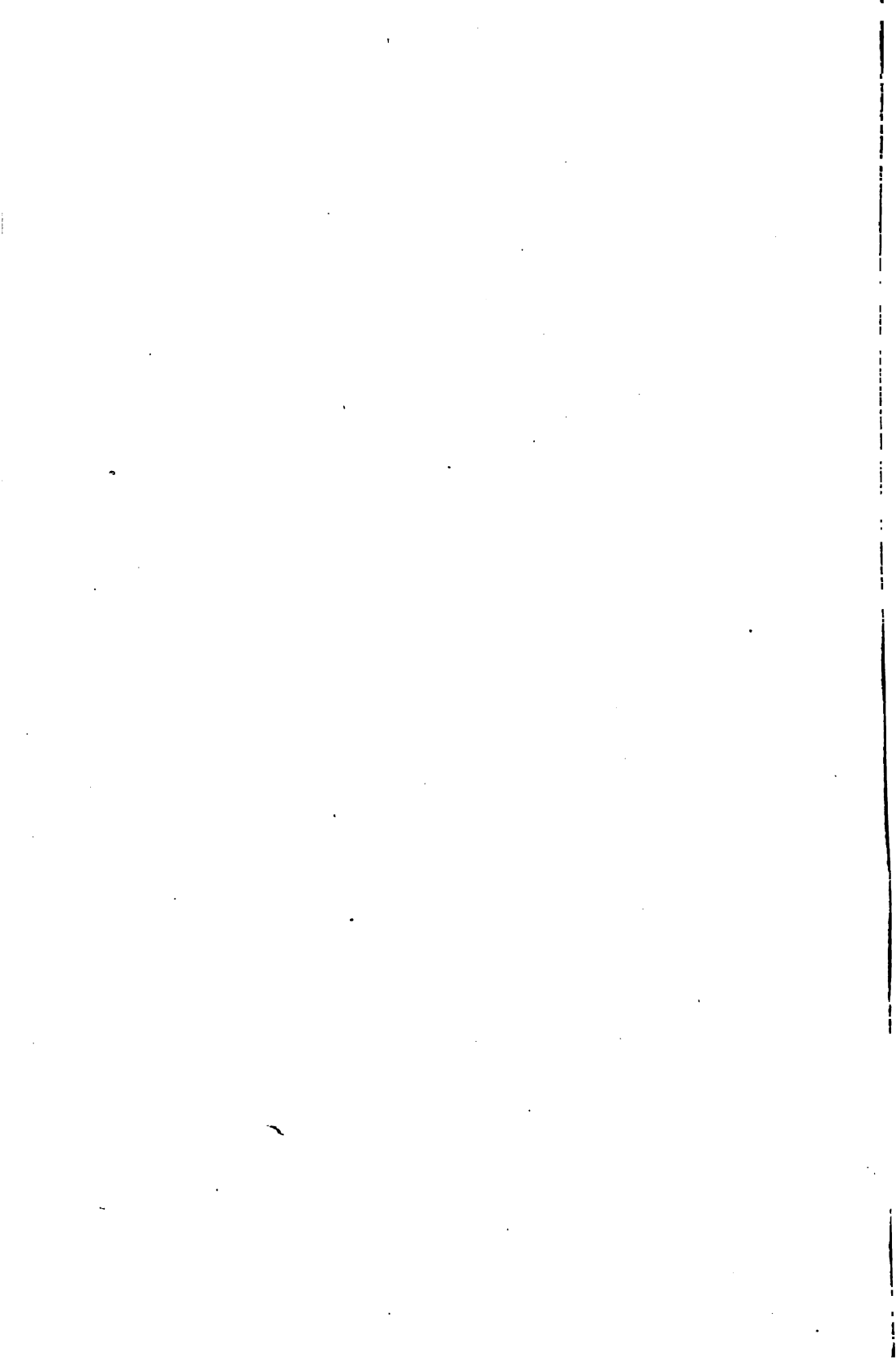
Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

AUSSER & MARSKY,
BOOKBINDERS,
13 South First Street,
SAN JOSE, CAL.

385.374
D135







FOURTH ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

TERRITORY OF DAKOTA,

FOR THE

YEAR ENDING JUNE 30, 1888.

BISMARCK, DAK.:
TRIBUNE, PRINTERS AND BINDERS.
1888.



H. 3603.

BOARD OF RAILROAD COMMISSIONERS.

ALEX. GRIGGS, Chairman, GRAND FORKS.

A. BOYNTON, LENNOX.

N. T. SMITH, HURON.

J. M. QUINN, Secretary, BISMARCK.

REPORT.

OFFICE OF THE RAILROAD COMMISSION OF DAKOTA, }
BISMARCK, DAK., NOV. 30, 1888. }

To His Excellency

LOUIS K. CHURCH,

Governor of Dakota:

SIR:—In compliance with the law for the regulation of the powers and duties of the Board of Railroad Commissioners of the Territory of Dakota, the board respectfully submits its fourth annual report. Aside from the reports of the railroad companies, giving the capital stock, earnings, cost of road and equipment, schedules of property owned, etc., by the various companies operating lines in Dakota, the board submits a report of its official acts during the past two years, with certain recommendations.

The duties imposed under the act creating the board are varied, and while the commission has accomplished much of which it may speak with gratification, changes are expected by the public which, under the existing law, are impossible. That every citizen of Dakota is deeply concerned in the railroad interests of the territory, is so patent that it would seem unnecessary to urge the legislature to so amend the law that the commission may more fully represent the interests of all and accomplish results which may lead to a better understanding and more satisfactory relation between the railroads and the people. Every dollar's worth of property in the territory, every farm, every improvement, and all that pertains to the material interest of the masses is dependent to a large degree upon the railroads, and it is important that the law should be so equalized that it will protect the

interests of all and prevent unjust discrimination against any. In all countries the railroad is the great factor in the development of the country, but nowhere does it wield such a powerful influence as in Dakota. With the vast, unoccupied prairies awaiting settlement, with millions of acres of the most fertile and productive land on earth, still unproductive because of the absence of the brain and brawn of the settler, with numerous cities and commercial centers springing up in every section of the territory, it is indeed essential that the laws regulating these corporations should be so framed as to guard the interest of the settler and the railroad, and as nearly as possible to deal out even-handed justice to the public and to the corporation.

Notwithstanding the fact that the board is not given the power necessary to the satisfactory adjustment of all differences between the corporation and its patrons, it has given all complaints a careful consideration, and in nearly every case has its requests been promptly complied with by the railroad managers. Remaining, as it has in many cases, an advisory board, without the power of final judgment, it has met with gratifying success in the adjustment of the differences which it has been called upon to consider. In nearly every case where the commission has, after careful consideration, made a demand that a wrong be righted the company has been prompt to acknowledge its error, and although many complaints have been beyond the jurisdiction of any tribunal outside of the courts, the great majority have been such as to command careful investigation and decisive action.

In submitting this report the board wishes to call the attention of the governor and the legislature to the fact, that although at first the grain warehouse law passed at the last session of the legislature appeared to be inoperative and of little avail, it has given the board a vast amount of labor, which the commissioners feel has been productive of much good. The regulation of the elevators and warehouses of the territory is second in importance only to the proper regulation of the railroads, and in many instances it is the paramount issue. Of the complaints, adjustments and recommendations, the report will treat hereafter.

Among the items of information required by law to be embodied in this report, and which will be found in the complete

tables compiled, are the following concerning each railroad doing business in the territory:

Cost of road and equipment.

The amount of capital stock.

Schedule of property owned.

The amount of floating debt.

The amount of funded debt and the rate of interest.

The amount of preferred stock, if any, and the amount of its preferment.

Number of acres originally granted in aid of construction of the road, by the United States or the territory.

A list of officers of each road, giving name, office and place of residence, and a general statement of the transportation business of each road.

NEW ROAD.

Since the adjournment of the last legislative body, two years ago, there have been 842 miles of road completed in the territory, divided among the several roads as follows:

Name of Company.	Miles of Road Constructed in 1887.
Northern Pacific Railway—	
From Grand Forks to the international boundry line....	96
LaMoure to Edgerly.....	21
St. Paul, Minneapolis & Manitoba—	
Minot to Fort Buford.....	142
Rugby Jct. to Bottineau.....	38
Park River to Langdon.....	40
Rutland to Ellendale.....	49
Minnesota state line to Watertown.....	46
Chicago, St. Paul, Minneapolis & Omaha—Salem to Mitchell.	33
Chicago, Milwaukee & St. Paul—	
Bristol to Lake Preston.....	73
Roscoe to Eureka.....	26
Wilnot extension.....	10
Chicago & Northwestern.....	
Faulton to Gettysburg.....	44
Vernon to Groton.....	14
Fremont, Elkhorn & Missouri Valley—Rapid City to Sturgis.	25
Minneapolis & Pacific—Ransom to Monango.....	59
Total miles of road constructed in 1887.....	716

CONSTRUCTED IN 1888.	
Duluth, Watertown & Pacific—Watertown to Huron.....	72
Duluth & Wilmar railway (in Dakota)—	
Wilmar to Sioux Falls.....	23
Illinois Central railway—	
Cherokee, Iowa, to Sioux Falls, Dak., (miles in Dakota)..	16
St. Paul, Minneapolis & Manitoba—	
Church's Ferry to Cando.....	15
Total number of miles constructed in 1888.....	126
Total number of miles constructed in 1887.....	716
Grand total.....	842

The total mileage in the territory, now in operation is 4,333, divided among the companies as follows:

Name of Company.	Miles in operation.
Northern Pacific.....	830
Black Hills & Fort Pierre.....	15
Burlington, Cedar Rapids & Northern.....	83
Chicago, Milwaukee & St. Paul.....	1,155
Chicago & Northwestern.....	761
Chicago, St. Paul, Minneapolis & Omaha.....	88
Fremont, Elkhorn & Missouri Valley.....	110
Minneapolis & Pacific.....	88
St. Paul, Minneapolis & Manitoba.....	1,147
Minneapolis & St. Louis.....	40
Illinois Central.....	16
Total.....	4,333

The mileage of road constructed in the territory in 1888 is not as great as many expected, and the lack of aggression on the part of the companies is accounted for in many ways. Some claim that the various railroads doing business in the territory deciding that it was not wise to push ahead of settlement, entered into an agreement to build no more until the country for which their lines were pointed is settled; others believe that it was the fear of adverse legislation, and men who are supposed to represent the interests of the railroads, have claimed that their companies had resolved to build no more road in the northwest until the stringent laws of the northwestern states are repealed, or the railroad commissioners of states where the office is elective and the powers of the commission far-reaching, retreat from the extreme positions

which they have taken on certain features of the law regulating rates. This board is inclined to believe that neither of these theories is wholly right, nor wholly wrong. A combination of questions such as these has had its influence on the railroad men and capitalists, and, together with the great desire to capture the trade of the great lake region, has prevented any extensive railroad building in Dakota during the past year. However, the people of Dakota have no reason to complain of the railroad mileage of the territory, which is already greater than that of twenty-five of the states, and promises in the near future to be greater than that of any state in the union. With the level prairie and a productive soil wherever you turn, it is reasonable to believe that Dakota will, in time, be the most thoroughly grid-ironed with railroads of any state in the union.

There are 190 miles of road graded, but not ironed, in the territory. Of this grade, 160 miles is that of the Aberdeen, Bismarck & Northwestern, from Aberdeen to Bismarck. Thirty miles of grading has been accomplished between Forest City and Hoven in Potter county by the Forest City & Watertown railway.

The Aberdeen, Bismarck & Northwestern, which has been graded from Aberdeen to Bismarck, has been taken into the consolidation of the Sault Ste. Marie & Atlantic and the Minneapolis & Pacific, and is now a part of what is known as the "Soo" system. This having been accomplished, it is now announced by the management of the "Soo," that connection with the Aberdeen, Bismarck & Northwestern will be made by the Minneapolis & Pacific, and that through trains will soon be run from Bismarck to Boston over what is known as the Aberdeen, Bismarck & Northwestern, the Minneapolis & Pacific and the Sault Ste. Marie and Atlantic, but which in reality is the "Soo" system. When these plans are executed, as it is quite certain they will be next year, Dakota will be given a competing line of road to the eastern seaboard, which should prove of incalculable value to all her people.

Another railroad project, and one which promises to revolutionize the commercial interests of Western Dakota, is that of the Mandan & Black Hills. This line from Mandan, on the Northern Pacific to the great mining districts of the Black Hills, has already been surveyed, and there is every indication that it is backed by

sufficient capital to insure its construction. It will open one of the most productive sections of Dakota, and will give the rich mining districts of the Black Hills the railway communication which they have so long needed.

Other railroad improvements are promised, and the people of Dakota are to be congratulated upon the prospect for a continuation of the wonderful progress which the territory has made in the past, and for their continued and increased prosperity.

The total number of passengers carried by railroads doing business in Dakota during the fiscal year ending June 30, 1887, was 20,637,880, and during the year ending June 30, 1888, the number was 23,745,335, showing an increase of over 3,107,453 passengers in the year, and that year before the hundreds of miles of new roads now in operation had been constructed.

The total number of tons of freight carried in 1887 was 24,674,468, and in 1888 28,397,445, or an increase of over 3,722,977 tons. The number of tons of local freight carried in 1887 was 10,084,883; in 1888, 18,936,071, an increase of nearly 8,851,188 of tons.

GENERAL STATISTICS.

Under this head are given totals and comparative tables of the items of greatest interest, showing tonnage, miles of road in operation according to the reports at the end of the fiscal year 1888, number of miles of road placed in operation by December 1, 1887, by each company, number of miles of road graded but not ironed during the year, and other information of general interest.

STATIONS AND EMPLOYEES.

There are 432 railroad stations in Dakota, and there are 6,677 railroad employees in the territory who received in salaries during the last fiscal year \$9,731,047.49.

BRIDGES.

There are nineteen wooden bridges, with a total length of 4,931 feet; eighteen combination bridges, measuring 3,102 feet; four iron bridges; and there are 3,988 "wooden trestles" and "piles," measuring in the aggregate 286,213 feet.

FATAL ACCIDENTS.

During the year there were twenty-five persons killed on the railroads in the territory. Among these were seventeen employees

and eight who come under neither the head "employees" nor "passengers."

The total cost of roads and equipment is shown to be \$733,-003,093.80.

PASSENGERS AND FREIGHT.

	1887.	1888.
Total number of passengers carried.....	20,637,880	23,745,335
Total number of passengers carried one mile.....	763,220,552	879,433,573
Total number of tons of freight carried.....	24,674,468	28,397,445
Total number of tons of freight carried one mile..	4,831,570,459	5,430,930,004
Total number of tons of local freight carried.....	10,084,883	18,936,071
Average distance traveled by each passenger (miles)	48.07	48.14

OPERATING EXPENSES.

The following figures give the operating expenses of all the roads doing business in Dakota:

Maintenance of way.....	\$ 12,356,189 43
Conducting transportation.....	29,244,934 23
Motive power and cars.....	8,713,013 28
General expenses.....	7,148,437 24
Proportion for Dakota.....	6,728,166 62
Repairs of road-bed and track.....	5,558,816 38
Renewal of rails.....	1,264,042 73
Renewal of ties.....	1,681,252 09
Repair of culverts, bridges, etc.....	1,118,231 84
Repair of fences, road crossings, etc.....	673,301 42
Repair of buildings, etc.....	998,050 80
Repair of locomotives.....	3,664,213 96
Repair of passenger cars.....	1,602,118 77
Repair of freight cars.....	3,350,023 33
Fuel for locomotives.....	7,632,059 29
Locomotive service.....	6,099,197 38
Passenger train service.....	1,656,802 39
Passenger train supplies.....	319,450 53
Water supply.....	350,040 98
Oil and waste.....	554,119 56
Loss and damage of freight and baggage.....	145,314 41
Gross earnings.....	90,057,639 65
Operating expenses and taxes.....	57,462,574 18
Net earnings.....	\$ 32,595,065 47

TAXES.

One of the problems to attract general attention in Dakota during the past two years is that of railroad taxation. Through

the order of the territorial auditor that all railroad lands should be taxed, a conflict with the Northern Pacific Company, which has an immense land grant, was precipitated. The company refuses to pay taxes on its land, and pending the result of the contest it is understood that a large amount of tax money which would be paid under the old "gross earnings" system is being withheld.

The following table shows the amount of taxes that should have been paid for the fiscal year ending June 30, 1888:

Burlington, Cedar Rapids & Northern	\$ 2,058 41
Black Hills & Fort Pierre	2,087 48
Chicago & Northwestern	28,681 14
Chicago, Milwaukee & St. Paul	39,478 14
Minneapolis & Pacific	470 72
Northern Pacific	82,862 13
St. Paul, Minneapolis & Manitoba	70,065 20

Total gross earnings tax	\$225,203 22
--------------------------------	--------------

These are the amounts due or paid under the system of paying taxes on the gross earnings of the road. The question of taxing the lands will be brought before the legislature this winter, and both the territory and the railroads are awaiting the action of the legislative body on this question.

TRAIN MILES RUN.

The following is the total number of miles run by trains during the years 1887 and 1888:

	1887	1888
Total number of miles run by passenger trains	20,152,881	22,806,254
Total number of miles run by freight trains	34,655,608	41,272,495
Total number of miles run by switching trains	11,437,996	14,132,946
Total number of miles run by construction trains	6,716,931	4,029,507
Total	72,963,411	82,241,202

ROLLING STOCK.

Total number of passenger cars	1,171
Total number of baggage, mail and express cars	607
Total number of parlor, dining and sleeping cars	237
Total number of box freight cars	51,044
Total number of stock cars	7,199
Total number of coal cars	18,304
Total number of other cars	8,068
Total	86,630

CONDITION OF THE ROADS.

The law requires that the commission shall inspect the roads in the territory each year and report as to their condition, facilities for accommodating the public, both in passenger and freight traffic. In obedience to this provision, the board has gone over all of the systems in Dakota.

It is no more than just to the railroad companies to state that they are giving the traveling public good accommodations and that many of their lines will compare favorably with any of the Eastern roads. This is particularly true of the new roads which ~~will be built in the next few years.~~ The older lines of the

When the commission prepared its report it labored under the impression that the Northern Pacific was the only railroad company that refused to pay taxes under the old gross earnings system, and from arguments of that company's attorneys before the meeting of the county commissioners of the counties along the line, concluded that the cause for refusal to pay was the order of the Territorial Auditor that the company's lands should be taxed. Since issuing this report the commission has learned that the St. Paul, Minneapolis & Manitoba, and the Chicago, Milwaukee & St. Paul have also refused to pay under the gross earnings system. An investigation of the matter shows that the companies are acting under the decision of the Supreme Court of the United States, in *Fargo vs. Michigan*, of April 4, 1887, and the subsequent decision of the Supreme Court of the Territory, which are to the effect that only such earnings can be taxed as accrue from business which originates and terminates within the state or territory.

the Northern Pacific and the St. Paul, Minneapolis & Manitoba are in first-class condition, with the exception of one or two short branch lines, which are badly in need of repair. These repairs have been promised by the Manitoba with regard to its Mayville branch, and the few miles of iron rail that still remain in spur lines of these two roads will soon be replaced by steel.

The main line of the Northern Pacific, especially between Fargo, Jamestown and Bismarck, has been greatly improved during the past season and is smooth, well ballasted and in every way satisfactory. The small branch line between Sanborn and

Cooperstown has also been greatly improved. The depots all along the entire line (with the exception of the one at Bismarck, where a more suitable building should be constructed for the public convenience) are all solid, neat and in good order. The rolling stock of the Northern Pacific is not surpassed by that of any road in the country.

The main line of the St. Paul, Minneapolis & Manitoba railroad, much of which has been constructed since the adjournment of the legislature, two years ago, is in first-class condition. Its side track, depots and platforms are of a character which denotes a respect for modern improvements and its rolling stock shows that the managers have an intelligent appreciation of the wants of the traveling public. With a few improvements on its branch lines the Manitoba will be in splendid condition.

The Minneapolis & Pacific, a new line, and now a part of the "Soo" system, is in need of ballast, but promises as soon as it receives the improvements which require time and use, to be one of the best lines in the territory. The commission also found the Chicago, St. Paul, Minneapolis & Omaha road, the Burlington, Cedar Rapids & Northern, the Minneapolis & St. Louis, the Black Hills and Ft. Pierre, and the Fremont, Elkhorn & Missouri Valley in good condition.

As a rule, the bridges in Dakota are in good repair, and as this is one of the most important points in the condition of a road, the board is pleased to be able to make a favorable report thereon. A few were found out of repair, but the officers of the road, whose attention was called to the fact by the commission, stated that they would make the necessary repairs at once. In most cases the work of repairing and rebuilding was in progress wherever needed.

PROPOSED NEW ROADS.

THE FOLLOWING IS A LIST OF RAILROAD COMPANIES INCORPORATED IN DAKOTA DURING THE PAST TWO YEARS:

DULUTH, CLARK & SOUTHWESTERN RAILROAD COMPANY.

To be constructed from a point on the State line near Big Stone City, Dak, Southwesterly, to a point on the Missouri river near Chamberlain, Dak.

Length, 180 miles.

Capital, \$1,600,000; shares, \$25 each.

Directors: Fred Ware, W. D. Wayne, H. C. Brockoven, F. C. Robinson, S. D. Jeffries, E. M. Snell and F. A. Brown, all of Clark, Dak.

ST. LAWRENCE & MILLER RAILROAD COMPANY.

From and through St. Lawrence, Dak., to and through Miller, Dak.

Length, 4 miles.

Capital, \$50,000; shares, \$100, each.

Directors: James F. Martin, Miller, Dak.; Rosa A. Martin, Miller, Dak.; John H. Baldwin, St. Lawrence, Dak.; Estelle Baldwin, St. Lawrence, Dak., and Nelson H. Merrill, Huron, Dak.

FARGO, GRAND FORKS & PEMBINA RAILROAD COMPANY.

From Fargo to Pembina.

Length, 150 miles.

Capital, \$1,500,000; shares, \$100, each.

Directors: George P. Weir, Hillsboro, Dak.; L. P. Clark, Hillsboro, Dak.; H. S. Easton, Hillsboro, Dak.; Robert Ray, Belmont, Dak.; Asa Sargeant, Caledonia, Dak.

YANKTON & MISSOURI VALLEY RAILWAY COMPANY.

From Yankton, Dak., to Gettysburg, Dak.

Length, 250 miles.

Capital, \$3,000,000; shares, \$100 each.

Directors: James H. Teller, Yankton, Dak.; J. P. Crennan, Yankton, Dak.; R. W. Wheelock, Mitchell, Dak.; F. F. Day, Milwaukee, Wis.; Edward A. Benson, Milwaukee, Wis.

WATERTOWN & LAKE SHORE RAILROAD COMPANY.

To be constructed through the streets of Watertown and extension to Lake Kampeska, all in Dakota.

Length, 25 miles.

Capital, \$100,000; shares, \$100 each.

Directors: A. C. Mellette, Alan Arthur, Charles Joscelyne, D. D. Keeler, J. L. Robinson and George W. Arthur, all of Watertown, Dak.

ABERDEEN, FAULKTON & SOUTHWESTERN RAILROAD COMPANY.

From Aberdeen to some point on the Missouri river in Hughes or Sully Counties, Dak.

Length, 150 miles.

Capital, \$750,000; shares, \$100 each.

Directors: E. C. Sage, Faulkton, Dak.; C. C. Moulton, Cresbard, Dak.; L. M. Sprowls, Faulkton, Dak.; C. H. Ellis, Ellisville, Dak.; J. A. Pickler, Faulkton, Dak.; J. H. Hauser, Aberdeen, Dak.

MOUSE RIVER & DAKOTA SOUTHERN RAILROAD COMPANY (OF DAKOTA.)

From a point on boundary line between United States and British possessions, on easterly side of Mouse river, in Wynn county, Dak., to Lake Preston, Dak.

Length, 400 miles.

Capital, \$8,000,000; shares, \$100 each.

Directors: Charles C. Jones, Minneapolis, Minn.; Calvin E. Brown, Minneapolis, Minn.; Danville L. Savage, Minneapolis, Minn.; Kenneth MacRae, Des Moines, Ia.; Edward C. Jones, Duluth, Minn.

DAKOTA UNION RAILWAY COMPANY.

From a point on Big Sioux river, between the north and south lines of Lincoln county, then north of west to Bismarck, Dak.

Length, 396 miles.

Capital, \$15,840,000; shares, \$100 each.

Directors: T. B. McMartin, Sioux Falls, Dak.; Charles L. Brockway, Sioux Falls, Dak.; Edward Harvey, Sioux Falls, Dak.; D. C. Brainard, Des Moines, Ia.; S. R. Thorne, New York, N. Y.

RAPID CITY, WYOMING & WESTERN RAILWAY COMPANY OF RAPID CITY.

From Rapid City west to where Castle Creek crosses Dakota and Wyoming line, extensions in Crook county, Wyo., and branches, north to Camp Crook, east to Cheyenne river, then to Missouri river, crossing through Hughes, Sully, Hyde Hand and Spink counties to Redfield, Dak.

Length 800 miles.

Capital \$1,000,000; shares \$100.

Directors: Eugene B. Chapman, Rapid City, Dak., Andrew J. Simmons, Rapid City, Dak., Adelbert Willsie, Rapid City, Dak., John H. King, Rapid City, Dak., John C. Greene, Omaha, Neb., John H. Chapman, Hannibal, Mo.

IOWA DAKOTA RAILWAY COMPANY.

Consolidation of Iowa Railway company of Iowa and Dakota Union Company.

Stock \$25,000,000; shares \$100 each.

President S. S. Cole, Des Moines, Iowa.

Secretary D. C. Brainerd, Des Moines, Iowa.

Treasurer S. R. Horne, New York City.

Directors: J. T. DeSilver, Chester, Pa., G. T. Kilgen, New York; Tom Burke, Des Moines, Iowa; John Burke, Des Moines, Iowa.

ST. PAUL, BLACK HILLS & PACIFIC RAILWAY COMPANY.

From Fargo to Montana line, from Dickinson to Deadwood, from Aberdeen to main line at Fargo.

Length, 600 miles.

Capital \$15,000,000; shares, \$100 each.

Directors: Wm. C. Houghton, Columbia, Dak.; Eugene K. Lodewick, Columbia, Dak.; James Ringrose, Aberdeen, Dak.; C. T.

McCoy, Aberdeen, Dak.; S. H. Jumper, Aberdeen, Dak.; Larman G. Johnson, Ordway, Dak.; John A. Houlahan, Ordway, Dak.

MISSOURI RIVER, ROSCOE & DULUTH RAILROAD COMPANY.

La Moure to Missouri river.

Length, 140 miles.

Capital, \$1,400,000; shares \$100 each.

Directors: Edward W. McClure, Yorktown, Dak.; Chas. W. Porter, Yorktown, Dak.; Frank B. Gannon, Ellendale, Dak.; Frank E. Couley, Ellendale, Dak.; Hugh Martin, Ellendale, Dak.; Samuel P. Howell, Preston, Dak.; Chas. Turner, Leola, Dak.; Chas. N. Hereid, Leola, Dak.; Frank M. Hopkins, Roscoe, Dak.; Zack T. Sutley, Roscoe, Dak.; J. N. Heal, Roscoe, Dak.; L. G. Sims, Roscoe, Dak.; Byron Ripley, Roscoe, Dak.

WYOMING & DAKOTA WESTERN RAILROAD COMPANY.

From the vicinity of Crook City, Dak., with branch near Sand creek to the coal fields in Wyoming; another branch to the tin mines near Bear Gulch, Dak.

Length, in Dakota, 38 miles; in Wyoming, 32 miles.

Capital, \$1,500,000.

Directors: Alonzo B. Cornell, Yonkers, N. Y.; W. D. Williams, N. Y.; Louis F. Payn, Chatham, N. Y.; P. D. O'Brien, Deadwood, Dak.; Daniel McLaughlin, Deadwood, Dak.

DEADWOOD & BLACK HILLS RAILROAD COMPANY.

From Deadwood to Carbonate.

Length, 15 miles.

Capital, \$500,000; 2,000 shares preferred, 3,000 shares common stock; \$100 each.

Directors: Sol Star, Deadwood, Dak.; Porter Warner, Deadwood, Dak.; James Carney, Deadwood, Dak.; Addison W. Hastie, Deadwood, Dak.; John Treber, Deadwood, Dak.

MINNESOTA & DAKOTA RAILROAD COMPANY.

From a point on the Red river in Traill county west to Montana line.

Length, 360 miles.

Capital, \$5,500,000; shares \$100 each.

Directors: Chas. J. Goodwin, Springfield, Mass.; H. K.

Wight, Springfield, Mass.; A. S. Packard, Springfield, Mass.; Henry Cutter, Wilbulen, Mass.; Stillman Ellis, Palmer, Mass.; E. H. Cutter, Fargo, Dak.; A. O. Squier, Fargo, Dak.; Isaac Britton, Britton, Dak.; Job Vaak, Britton, Dak.

DULUTH, MILBANK & SOUTHWESTERN RAILWAY COMPANY.

From Duluth, Minn., to a point on Sioux river, near Sioux Falls, Dak.

Length, 175 miles.

Capital, \$3,000,000; shares \$100 each.

Directors: Aubrey M. Wright, Glencoe, Minn., John C. Knapp, Milbank, Dak.; Robert F. Gibson, Jr., Milbank, Dak.; James C. Drake, Milbank, Dak.; George W. Hawes, Milbank, Dak.

DULUTH, DAKOTA & MANITOBA RAILROAD COMPANY.

From near Grafton to a point on boundary line between Dakota and Manitoba, through Walsh and Pembina counties.

Length, 60 miles.

Capital, \$500,000; shares \$100 each.

Directors: F. T. Walker, Dubuque, Ia.; Dom Rhomberg, Dubuque, Ia.; Bart E. Linehan, Dubuque, Ia.; Andrew Walker, Grafton, Dak.; D. W. Driscoll, Grafton, Dak.; M. K. Marrinan, Grafton, Dak., P. J. McLaughlin, Grand Forks, Dak.

GRAND FORKS & DAKOTA SOUTHERN RAILROAD COMPANY.

From a point near Grand Forks, south to a point near Fargo, also west to a point on the Missouri river near Washburn, Dak.

Length, 275 miles.

Capital, \$3,000,000. Shares, \$100 each.

Directors: M. L. McCormack, Grand Forks, Dak., Geo. B. Clifford, Grand Forks, Dak.; Wm. O'Mulcahy, Grand Forks, Dak.; Geo. A. Eastman, Grand Forks, Dak.; F. T. Walker, Dubuque, Ia.; J. C. Moore, Manchester, N. H.; Sumner Wallace, Rochester, N. H.

SIOUX FALLS & MONTANA RAILWAY COMPANY.

From Aberdeen, northwest to the boundary line between Dakota and Montana, near the southwest corner of Billings county.

Length, 500 miles.

Capital, \$1,500,000. Shares, \$100.

Directors: Frank H. Hagerty, Henry C. Beard, C. A. Bliss, John H. Drake, Henry M. Marple, W. H. Paulhamus. P. R. Grauel, Jay Paulhamus, Clayton Thompson, Ralph L. Brown, A. W. Campbell, all of Aberdeen, Dak.

HERMOSA, HILL CITY & WESTERN RAILROAD COMPANY.

From Hermosa, Dak., to Wyoming boundary line, (west of Dakota) westerly from Hill City, Dak.

Length 65 miles.

Capital \$750,000; shares \$10 each.

Directors: Milton R. Maxson, Alvin S. Way, John W. Streeter, Thomas L. Monaghan, Chas. J. Patton, all of Hermosa, Dak.

BISMARCK & MISSOURI RIVER RAILROAD COMPANY..

From a point near Coal Harbor in McLean county, to Sioux City, Iowa.

Length 500 miles.

Capital \$10,000,000; shares \$100 each.

Directors: William J. Hopkins, Yorkville, Ill.; J. Toor Montgomery, Sandwich, Ill.; Bishop J. Gleason, Forest City Dak.; Carson C. Williams, Forest City, Dak.; Frank M. Wright, Forest City, Dak.

FOREST CITY & SOUTHEASTERN RAILROAD COMPANY.

From Forest City Dak., to Sioux Falls, Dak.

Length 250 miles.

Capital \$4,000,000; shares \$100 each.

Directors: N. L. Graffam, Boston, Mass.; S. W. McCall, Boston, Mass.; Ira T. Timberlake, Quincy, Ill.; H. E. Doble, Quincy, Ill.; R. E. Goodwin, Bath, Maine; M. E. Rowe, Chicago, Ill.; F. E. Hutchins, Sioux Falls, Dak.; R. M. Springer, Forest City, Dak.; B. F. Bullard, Forest City, Dak.

JAMESTOWN & SOUTHERN RAILROAD COMPANY.

Connecting with main line of Northern Pacific railroad, on main street in Jamestown, through city to site of Insane Hospital of North Dakota.

Length 3 miles.

Capital \$30,000; shares \$100 each,

Directors: Edwin J. White, Jamestown, Dak.. Walter Miller, Jamestown, Dak.; John Russell, Valley City, Dak.; Arthur Miller, Valley City, Dak.; James S. Hillyer, Bismarck, Dak.

SIoux FALLS, DE SMET & NORTHERN RAILROAD COMPANY.

From Sioux Falls to Oakes.

Length, 200 miles.

Capital \$5,000,000; shares, \$100 each.

Directors: Thomas H. Ruth, De Smet, Dak.; John H. Carroll, De Smet, Dak.; John Armstrong, De Smet, Dak.; C. H. Smith, Dell Rapids, Dak.; Eben M. Snell, Clark, Dak.; William H. Lamb, Clark, Dak.; Fred. Ware, Clark, Dak.; William Stoddard, Groton, Dak.; George M. L. Erwin, Groton, Dak.; T. F. Marshall, Oakes, Dak.; Henry C. Session, Columbia, Dak.; A. Loomis, Columbia, Dak.; J. D. Lavin, Columbia, Dak.

WATERTOWN & LAKE KAMPESKA RAILROAD COMPANY.

From Watertown to Lake Kampeska, Dak.

Length, 25 miles.

Capital, \$100,000; shares, \$100 each.

Directors: George D. White, A. C. Mellette, W. R. Thomas, Charles Joscelynn, William M. McIntyre, all of Watertown, Dak.

RAPID CITY, HARNEY PEAK & SOUTHWESTERN RAILROAD COMPANY.

From Rapid City to west boundary line of Dakota, with branches at Hill City to Custer City or beyond, branch near Palmer Gulch to Battle Creek, Grizzly Gulch to Etta Tin mines.

Length, 100 miles.

Capital, \$2,500,000; shares, \$100.

Directors: James Hally, William T. Coad, Virgil T. Price, Myron Willsie, James W. Fowler, all of Rapid City, Dak.

DEADWOOD CENTRAL RAILROAD COMPANY.

From Deadwood to Galena; from Deadwood to Briar Hill and coal and oil fields; from Deadwood to Whitewood Creek and tributaries, from Deadwood to Deadwood Creek and tributaries, from Deadwood to Whitewood and vicinity, from Deadwood to Custer City, from Deadwood to Hay Creek coal fields, from Deadwood to Nigger Hill Tin mines.

Length, 344 miles.

Capital, \$1,000,000; shares, \$100,

Directors: James K. P. Miller, Albert W. Coe, Edwin Van Cise, John R. Wilson, Edward M. Dale, all of Deadwood, Dak.

WHITEWOOD AND WYOMING RAILROAD COMPANY.

From Terry's Peak, by way of Deadwood, to Beulah, near Wyoming line; with branches to Ruby Basin, Bald Mountain, Carbonate and Galena.

Length: Main line, 50 miles; branches, 30 miles.

Capital, \$100,000; shares, \$100.

Directors: Harris Franklin, Ben Baer, James H. Adams, George C. Hickok, Fred. Eccles, all of Deadwood, Dak.

DEADWOOD, STURGIS & CHAMBERLAIN RAILROAD COMPANY.

From Deadwood to Sturgis, Dak.

Length, 15 miles.

Capital, \$250,000; shares, \$100 each.

Directors: J. K. P. Miller, Albert W. Coe, John M. Gilman, Lorenzo W. Gilman, Edwin Van Cise, all of Deadwood.

CONSOLIDATION

of the Minneapolis, Sault Ste. Marie & Atlantic railroad, Minneapolis & St. Croix railroad, Minneapolis and Pacific railroad, Aberdeen, Bismarck & Northwestern railroad.

Capital, \$21,000,000.

Shares: 210,000 of \$100 each; 70,000 shares of preferred stock; 140,000 shares of common stock.

Directors: W. D. Washburn, John Martin, J. S. Pillsbury, Thomas Lowry, R. B. Langdon, H. S. Fletcher, C. H. Pettit, O. C. Merriam, J. C. Oswald, C. J. Martin, W. H. Eustis, M. B. Koon, J. M. Shaw.

RAILROAD LEGISLATION.

During the past two years wonderful strides have been made in the direction of placing railroads and other common carriers under the control of the government. On February 4th 1887, the inter-state commerce act was approved by the president and on April 1st 1887, it went into full force and effect. It was the beginning of a revolution in the relations between the people and the railroads. The operation of the law has thrown new light upon the great problem regulating freight and passenger rates and settling disputes which arise between the common carriers and their patrons. It has led to a more thorough examination of the causes and influences which lead to unjust discrimination and has given to the public a confidence in the power of the government to protect the weakest and most defenseless against the strongest and most powerful. While the law is yet a mere experiment, it has set the machinery of justice in motion with a fair prospect for successful and beneficial operation. In some cases the ordinary interpretation of the law would do injustice to the railroads or to the public, but a careful and conservative commission has so construed the statutory provisions as to leave very little room for complaint against their decisions.

The creation of the Inter-state Commerce Commission did not add to the ease or facility of the state and territorial commissions, but on the contrary, tended to complicate and unsettle their work. Complaints which formerly would be considered without hesitancy by the territorial commission were found to be within the jurisdiction of the inter-state commission, and until the question of jurisdiction and powers of the local commissions were pretty definitely settled there was embarrassment and annoyance.

One of the most important meetings attended by this board since its organization was that held in St. Paul in 1887, at which time the commissioners of Iowa, Minnesota, Wisconsin and Dakota met in conference with the inter-state commissioners for the consideration of questions of interest to the Northwestern states and territories. The chief topic for discussion was the question of uniformity of classification, which had been brought prominently before the commissioners by the inclination on the part of Eastern dealers to abolish the carload as a unit of freight. The chambers of commerce of St. Paul and Minneapolis presented the case for the business men of the Northwest and the result of the meeting was eminently satisfactory.

The strict construction of the inter-state commerce act, as viewed by many, would in some respects work great injustice to Dakota and the entire Northwest, because of the long distances from the wholesale and manufacturing centers of the East. No man or body of men can be infallible. Laws enacted by men must be to a certain degree faulty and the only hope of the public is that laws shall not only be carefully and honestly enacted, but that they will be construed and enforced conservatively and intelligently. Even a good law, under a narrow and tyrannical interpretation, is unjust.

Realizing how important a liberal and intelligent construction of the inter-state law is to the northwest, the railroad commissioners of all the northwestern states and territories met in convention in St. Paul on June 8th 1887, and among others passed the following resolutions:

Resolved, That it is the sense of this convention that the national commission should be vested with power to authorize transportation companies to charge less for a long than for a short haul, upon good cause shown, and where the interests of whole communities are promoted thereby, and where large districts of country are sparsely populated and the people therein are poor and located at the end of a long haul.

Resolved, That in the opinion of the members of this convention the phrase "under substantially similar circumstances and conditions," in the fourth section of the inter-state commerce law, should be construed liberally, and that a lower rate to a manufacturer or producer is not in conflict with the spirit of this section of that law; provided all persons and localities under substantially similar circumstances and conditions are treated alike;

and we would respectfully ask from the inter-state commerce commission an interpretation of the section if not inconsistent with their views.

Resolved, That we regard section five of the inter-state commerce law, which makes it unlawful for common carriers operating competing lines to enter into any contract, agreement or combination for the pooling of freights, or dividing the net proceeds of their earnings, as essential to the best interests of the states we represent and ask its enforcement to the fullest extent by the national commission and by the state commissioners where the statutes empower them to do so.

Copies of these resolutions were forwarded to the inter-state commission and we are pleased to note that in the decisions of that able body this spirit of liberality and justice has been dominant.

COMPLAINTS.

During the two years that the present board has acted, over 500 complaints have been considered and, with very few exceptions, the cases have been satisfactorily adjusted. As stated in the board's first report, many complaints over which this commission has no jurisdiction and which, under any circumstance, must be settled by the courts, have been received. Men who have been damaged and fixed the exact amount of damage have appealed to the commission for relief. Where the offense or discrimination came within the reach of the law under which the board is acting it has been thoroughly investigated, and in nearly every case the railroad company has consented to a proper and equitable settlement.

A case in view is that of O. A. Moe, hardware merchant of Church's Ferry, who claimed that through the carelessness of the employes of the Manitoba road in handling his stoves, he had been damaged to the extent of \$75.

The commission investigated the matter and found that Mr. Moe's complaint was well founded. Upon presentation of the facts to the officials of the road, Mr. Moe was fully indemnified and the case was settled without putting him to the expense of litigation, and leaving between him and the railroad company a friendly and harmonious understanding, beneficial to both and gratifying to the commission.

This case is mentioned as an illustration of what the commission has often been called upon to do, when a strict construction of the law would not give it power to proceed.

THE PEOPLE OF ABERDEEN v. CHICAGO, MILWAUKEE & ST. PAUL RAILROAD COMPANY.

Depot Wanted.

Among the complaints which have been the subject of much correspondence, is that of the people of Aberdeen, who urged the

commission early in 1887 to take steps toward compelling the construction of a more suitable depot building at that point by the Chicago, Milwaukee & St. Paul railway. While visiting Aberdeen the commission inspected the depot and found that the complaint was just. The depot was inadequate to the needs of the city, and the public convenience seemed without consideration. The commission requested the Chicago, Milwaukee & St. Paul management to construct a new depot at this point, and a prompt reply was received with the promise that the request would be complied with. For reasons then unknown to the commission, no steps were taken toward the construction of the depot and another, and more urgent request was made by the board. In reply General Manager Roswell Miller informed the board that the depot would be constructed as soon as possible. In July 1888 the commission again demanded that the people of Aberdeen be given better depot accommodations, and in reply received the following:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,
GENERAL MANAGER'S OFFICE.
MILWAUKEE, July 28, 1888.

*To the Honorable Board of Railroad Commissioners, of Dakota, Bismarck,
Dakota.*

GENTLEMAN: Earlier reply to yours of the 2d inst. has been delayed by the absence of Mr. Clark and subsequently by his death. The plans were in his hands, the orders having been given to build a new station at Aberdeen this summer.

Upon investigation I find that the plans do not embrace some features which are desirable, and I have given instructions to have them revised, and the work will be done this summer.

We fully appreciate the fact that Aberdeen deserves better accommodations and we intended to build a new depot there last summer, but the very great amount of work we had to do crowded it out. We shall not let this season pass without carrying out our intention. Yours truly,

ROSSELL MILLER,
General Manager.

The commission is pleased to be able to report that the depot is now in process of construction, and promises to be a creditable and adequate structure.

B. F. WISE v. THE ST. PAUL, MINNEAPOLIS & MANITOWA RAILWAY COMPANY.**Refusal to Furnish Cars.****PARK RIVER, October 1, 1888.***To the Honorable Board of Railroad Commissioners, Bismarck, Dak.*

GENTLEMEN: Can railroad companies at will refuse any one cars wherein to ship grain? I undertook to buy and ship wheat, barley, flax, &c., but the elevator companies here induced the railroad company to refuse me cars, which the railroad company has done. I think that whenever it gets so a man is not allowed to pursue any legitimate business in order to make a living just because monopolies elect otherwise, it is time that some decisive action was taken in regard to it.

Yours very truly,

B. F. WISE.

This case was investigated by the commission, and on September 27th, a conference was held with Superintendent Guthrie who agreed to furnish cars to Mr. Wise, and the case was satisfactorily adjusted. Since that time Mr. Wise has made no complaint. At the date of the conference Mr. Wise had three car loads of wheat awaiting shipment.

L. S. RUSSELL v. ST. PAUL, MINNEAPOLIS & MANITOWA RAILWAY COMPANY.**Refusal to Furnish Cars.****INKSTER, September 24, 1888.***To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.*

GENTLEMEN: I made application for cars to load wheat on side track, and they refused to give them to me because the wheat was bought on the street. Now have we got to be dictated to by the railroad company as to what we will buy and sell or ship, as long as the cars are loaded in lawful time? Please let me hear from you by return mail. Yours truly,

L. S. RUSSELL.

A careful investigation of this case revealed the fact that there had been a misunderstanding of facts between the railroad company and Mr. Russell. The commission, immediately upon receipt of the complaint, communicated the fact to the officials, who promised that justice should be done. On October 27, when in conference with Mr. Russell and the officials of the road, it was learned that for over two weeks the complainant had been receiving all the cars he needed. No further complaint has been received from Mr. Russell.

**J. D. CUMMINS v. THE ST. PAUL, MINNEAPOLIS &
MANITOBA RAILWAY COMPANY.**

Refusal to Furnish Cars.

CONWAY, September 28, 1888.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: The railroad company refuses to give us cars to load wheat on side track. We have wheat waiting for cars to ship away. We would be pleased to have you order cars for us. Please let us know if we will be given cars or not. There have been empty cars on side track for the last ten days, but we can't get any to load wheat on side track. Please let us hear from you soon in regard to this getting cars. Yours truly

J. D. CUMMINS.

An investigation of this case was made and upon examination Mr. Cummins testified that for some time the railroad company had refused to furnish cars for the shipment of the grain which he purchased. At the date of the conference he had three car-loads ready for shipment. His warehouse would store three thousand bushels of grain.

When the conference with Superintendent Guthrie was had he informed the commission that he could not remember of receiving a request from cars for Mr. Cummins. He agreed to dispatch cars to the complainant at once, and since that time Mr. Cummins has experienced no trouble in procuring cars for the shipment of wheat.

**JAMES McCABE v. THE ST. PAUL, MINNEAPOLIS &
MANITOBA RAILWAY COMPANY.**

Cars Wanted for Shipment of Wheat.

James McCabe of St. Thomas complained of a refusal to furnish cars for the shipment of grain. He testified that he started to put wheat through the elevator, but that there had been no cars for three days. He attempted to lease one of the warehouses, but was refused, notwithstanding the fact that the warehouse was closed. The commission laid the facts before Superintendent Guthrie, who immediately supplied the necessary cars to Mr. McCabe.

THE CITIZENS OF HUNTER, MAYVILLE, ARTHUR
AND OTHER POINTS v. THE ST. PAUL, MINNE-
APOLIS & MANITOBA, AND NORTHERN PACIFIC
RAILWAY COMPANIES.

Connection Wanted.

In July 1888 the commission received a complaint from citizens of Hunter, Mayville, Arthur and other points on the St. Paul, Minneapolis & Manitoba and the Northern Pacific roads, setting forth that the failure of these roads to make connection at Casselton was a great inconvenience and detriment to the inhabitants of a large and thickly settled section of country. The language of the petitioners was: "We would respectfully call your attention to the fact that no connections are now made by the Manitoba with the Northern Pacific at Casselton, the trains missing connections by only a few minutes, making it necessary in going to and from the county seat to stop two nights in Casselton. We therefore earnestly pray that your honorable body will look into the matter at your earliest convenience, and take such steps as will, if possible, compel said companies to make connections at Casselton."

The petition was signed by several hundred citizens, and an examination proved that the facts were as stated. The board communicated with the officials of the roads with reference to the complaint, but, receiving no satisfactory reply, visited St. Paul, held an interview with the managers of the roads named, and, after an extended consultation, the commission prevailed upon the companies to accede to the requests of the petitioners. However, at this first consultation the companies deferred definite action pending the return of President Oakes, of the Northern Pacific, who was then in New York.

Upon the return of President Oakes he was called to the Pacific coast before the facts could be laid before him, and there was a long delay, which could not then be avoided. The commission awaited information regarding the action of the companies in the matter, and on October 31 again communicated with Assistant General Manager Ainslie, of the Northern Pacific, and General Manager Manvel, of the Manitoba. In reply to the inquiry as to

the action of the company in the case, the following very satisfactory communications were received:

NORTHERN PACIFIC RAILWAY,
GENERAL MANAGER'S OFFICE.

ST. PAUL, Minn., November 8, 1888.

Messrs., The Board of Railroad Commissioners, of Dakota, Bismarck, Dakota.

GENTLEMEN: Referring to your favor of the 31st ult., relative to connection at Casselton, I beg to state that we have issued a new time card, taking effect November 6th, which makes the connection referred to.

The Manitoba company's south bound train reaches Casselton at 6:30 p. m., and our east bound train reaches there at 6:35 p. m.

Respectfully yours,

S. R. AINSLIE.

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY,
GENERAL MANAGER'S OFFICE,
ST. PAUL, Minn., November 3d, 1888.

Messrs. The Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: I am in receipt of yours of October 31st.

When our new time card takes effect on the 10th inst., connection will be made with the Northern Pacific at Casselton, Dak. Our assistant general superintendent sends me the following note:

Going west the Northern Pacific have taken off the train which has been passing Casselton about forty minutes after we left going north; but they lengthen the overland train so that it will pass Casselton about two hours before we arrive, thus making connection from Fargo. Coming east they have changed to make close connection with our south bound train.

I trust the above may be satisfactory.

Yours truly,

A. MANVEL,

Vice President and General Manager.

The roads now make connection at Casselton, much to the relief and contentment of the traveling public.

H. M. TABER v. THE NORTHERN PACIFIC RAILWAY COMPANY.

Refusal of Cars for Shipment of Wheat.

JAMESTOWN, DAK., October 15, 1888.

To the Honorable Board of Railroad Commissioners, Bismarck, Dak.

GENTLEMEN: I made application to the Northern Pacific railroad this morning for a car to load with grain on the Sanborn branch, at Dazey station, and was told that no cars would be furnished for loading on the side track. I understand the commissioners are to be at Jamestown to-night, and, as I cannot be here, I leave this information for your consideration, and ask that something be done to afford relief. Yours, etc.,

H. M. TABER.

Upon receipt of this complaint, which arrived during the absence of the board from Bismarck, the following letter was addressed to the assistant general manager of the Northern Pacific road:

BISMARCK, DAK., October 31, 1888.

S. R. Anslie, Assistant General Manager Northern Pacific Railroad, St. Paul, Minn.

DEAR SIR: The commission is in receipt of complaint of H. M. Taber to the effect that your company refuses cars for the shipment of his grain from Dazey. Can you not furnish Mr. Taber with cars and adjust the matter without delay? The complaint has been considered by the commissioners, and they believe Mr. Taber should have cars. By the board,

J. M. QUINN,
Secretary.

The following reply was received from Mr. Anslie:

ST. PAUL, MINN., November 8, 1888.

Messrs. The Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: Upon my return from the west, I find your favor of the 31st ult., relative to complaint of H. M. Taber, awaiting attention. I will see that cars are furnished him at once. Respectfully yours,

S. R. ANSLIE.

Mr. Taber has had no occasion for complaint since the date of this letter.

GEORGE S. WOOD ET AL v. ST. PAUL, MINNEAPOLIS & MANITOBA RAILROAD COMPANY.

Wanted Site for Warehouse.

CLAREMONT, Dak., September 7, 1887.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: The farmers in this vicinity complain against the St. Paul, Minneapolis & Manitoba Railroad Company that they neglect and virtually refuse to furnish us grounds on their right of way for a farmers' grain warehouse in order that we may ship our own grain, and not be at the mercy of the elevator companies. Also, that they pulled the empty cars away from this station when there were orders in for them by individual farmers and independent buyers, thereby forcing farmers to store or sell wheat at the elevators. Have we any remedy through your commission?

Please let us know at once and oblige many farmers. Yours truly,
GEORGE D. WOOD.

The facts in this case having been submitted by the commission to the officers of the Manitoba road, General Manager

Manvel made a personal investigation and visited Claremont soon after the date of the complaint. During his visit he consulted with the citizens and farmers and granted the relief for which the complainants prayed.

C. LORD, ET AL., v. THE ST. PAUL, MINNEAPOLIS & MANITOBA RAILROAD COMPANY.

Station Wanted.

C. Lord, of Willow City, supported by a petition of citizens, applied to the commission for the establishment of a station at that point.

The petition was placed before the railroad company and the commission was assured that, although at that time, which was before the harvesting of the crop of 1888, the business at the point designated did not warrant the establishment of a station, the request would be granted early in the fall. The crop did not yield as was expected, the business was far below what was anticipated, and the commission was called upon to make a further investigation of the matter and see if it would not be just to postpone action for the present. In compliance with this request the board visited Willow City, and after a careful consideration of all the phases of the case, addressed a letter to the petitioner informing him that, although at one time the commission pressed the matter, it now felt as though justice demanded that the company be granted postponement until spring, when it is pledged that the station will be established. The business at Willow City did not warrant a demand for the immediate establishment of a regular station, but the commission will endeavor to see that it is constructed in the spring.

DAKOTA SCHOOL OF MINES v. THE CHICAGO & NORTHWESTERN RAILROAD COMPANY.

Reduction of Freight Rates.

On June 30, 1887, President A. J. Simmons, of the Dakota School of Mines, applied to the Chicago & Northwestern Railroad company for a reduction of rates on freight for the institution, but was refused. The matter was referred to the commissioners,

who succeeded in securing a reduction of one-third. The following letters explain the case:

RAPID CITY, June 20, 1887.

Marvin Hughitt, Esq., President Chicago & Northwestern Railway, Chicago, Ill.

DEAR SIR: In behalf of the Dakota School of Mines, of this city, I desire to return thanks for past favors extended to the institution in the matter of a rebate of 50 per cent. on freight shipments some months since by your company.

We are now preparing to ship from Chicago to this city within the next sixty days about 80,000 pounds of freight, machinery, water pipes, etc., purchased by and for the use and benefit of the Dakota School of Mines, a state institution, and would respectfully request a one-half rate tariff on the same.

A. J. SIMMONS,

President Board Trustees.

CHICAGO, Ill., June 23, 1887.

A. J. Simmons, President Dakota School of Mines, Rapid City.

DEAR SIR: Yours of June 20th to Mr. Hughitt, president of this company, has been received. Owing to the laws to regulate commerce it will not be possible for us to make any reduction whatever from our regular established and published tariff rates existing from Chicago to Rapid City.

We should have been very glad indeed to assist the Dakota School of Mines with reduced rates, now and for the future, as we have done in the past, had the laws permitted. Truly yours,

W. H. STENNETT.

Having failed to secure the reduction desired, and the school of mines being a public institution, Mr. Simmons referred the case to Governor Church, who, in turn, referred it to this board. It was with some misgivings that we undertook the task, but there were circumstances which made the demands for a reduction in the freight rates just, and the board placed every detail of the matter before the officials of the road. President Hughitt promised the commission that the rates should be reduced one-third, it having been shown to his satisfaction that the inter-state commerce act does not prevent a discrimination in favor of public institutions.

On December 2d, 1887, the board met in Chicago to consider cases which it seemed impossible to adjust by correspondence. Among the cases considered was that of the school of mines. President Simmons of the school appeared before the board and explained in detail the complaints which he had to submit. The complaint first considered was regarding the charges made for transporting freight by the Chicago & Northwestern company.

Complainant set forth that the school of mines, a territorial institution, had been charged full rates, in violation of an agreement, made through the railroad commission, that the freight should be carried at the rate of 85 cents per hundred.

The case was presented by the board to President Marvin Hughitt, of the Chicago & Northwestern, and Mr. Hughitt consented to its satisfactory settlement without delay.

The next complaint of the School of Mines was that the Chicago & Northwestern Railroad company had failed to remit to the board of trustees the sum of \$190, due under an agreement made in 1886. This complaint President Hughitt referred to General Traffic Manager Wicker with instructions to adjust without delay.

On February 22, 1888, Secretary E. G. Spillman addressed a letter to the commission, in, which he said:

"Rebates on freight for the Dakota School of Mines are beginning to come in. We are much obliged to you for your attention in this matter."

On February 23 President Hughitt informed the commission that vouchers for the settlement of the account with the School of Mines had been issued by the company.

J. C. DALEY *v.* THE NORTHERN PACIFIC RAILROAD COMPANY.

Cars Wanted for Shipment of Wheat.

While the board was on its trip of inspection of the Northern Pacific line at Edgely a complaint was received from Mr. Daley, of Edgely, to the effect that he could not secure cars for the shipment of grain. At that time he had two carloads of wheat piled upon the ground, without shelter and liable to destruction by the elements. The board requested the railroad company to furnish him cars to ship his wheat without delay.

The request was complied with and cars were furnished at once, since which time Mr. Daley has made no complaint.

ROBERT HUNTER *v.* THE NORTHERN PACIFIC RAILROAD COMPANY.

Cars Wanted.

Upon arriving at Carrington, during the inspection of the Northern Pacific, the board learned that Mr. Robert Hunter had a

number of carloads of "off grade" wheat which he desired to ship to Duluth, and that the company had refused to furnish cars. Mr. Hunter appeared before the board and made complaint. The board placed the facts before the officials of the road, who were present, and requested that cars be furnished at once. A prompt compliance with the request resulted in the immediate marketing of Mr. Hunter's wheat.

**COUNTY COMMISSIONERS OF GRAND FORKS COUNTY
v. ST. PAUL, MINNEAPOLIS & MANITOBA RAIL-
ROAD.**

Cess Pool at Inkster.

On August 1st, 1888, the county commissioners of Grand Forks county, complained of the annoyance and danger to health occasioned by a cess pool in the borrow pits of the Manitoba road at Inkster. The complaint set forth that water and refuse matter gathered in the borrow pits and was a constant menace to the people's health.

- The railroad commission presented the case to General Superintendent Mohler, in a communication dated August 10th. August 15th the following was received:

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY,
GENERAL SUPERINTENDENT'S OFFICE.
ST. PAUL, MINN., August 15, 1888.

Messrs. The Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: Your favor of the 10th, relative to the condition of the borrow pits at Inkster. I will at once take the matter up with the division superintendent, and undertake to remove the trouble if the fault lies with us.

Yours truly,

A. L. MOHLER.

The general superintendent and division superintendent kept the promise made in the above, as will be seen by the following, dated ten days later:

ST. PAUL, MINN., August 25, 1888.

Messrs. The Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: Referring again to your favor of August 10, concerning the cesspool at Inkster on the Park River line, I have to advise you that instructions have been given to have the same filled. While the same is on this company's right of way, it is not responsible for its creation. Yours truly,

A. L. MOHLER.

The commission, by personal examination, are able to report that the company remedied the evil to the entire satisfaction of the county commissioners and citizens of Inkster.

EDWARD BENNETT ET. AL. v. THE NORTHERN PACIFIC RAILROAD COMPANY.

Petition for Keeping Fargo & Southwestern Branch Open.

On December 17, 1887, Mr. Edward Bennett, of Englevale, Dak., made complaint against the Northern Pacific railroad company, setting forth that the Fargo & Southwestern branch of said road was not kept in satisfactory operation. Among other things Mr. Bennett stated that the company had issued circulars announcing the intention to close the road after the next severe storm. The complaint recited the fact that the company had erected no snow fences, and closed as follows:

The closing of the road would involve not merely inconvenience but much actual hardship. Some dealers, in view of the tightness of money, are unable to put in a supply of fuel sufficient to last all winter. There is, at the present writing, a very short supply at all these stations. The attitude of the company is one of simply waiting for a blizzard. Hoping that you will use the authority vested in you to compel the operation of the road, I remain

Very respectfully,

EDWARD BENNETT.

The board replied as follows to Mr. Bennett, whose complaint was supported by petitions and letters from citizens along the line:

BISMARCK, DAK., December 25, 1888.

Hon. Edward Bennett, Englevale, Dak.

DEAR SIR: Your esteemed favor of the 17th inst., at hand. After we wrote you before, we saw Superintendent Graham and urged the necessity of keeping open all the branch lines. He assured us that he would do all in his power to keep all lines open, and said that he had a new and costly snow plow which would enable the company to succeed unless the winter proved more severe than usual. The company must erect snow fences, and the board proposes to use all the power given it under the law to keep the road open.

By the Board,

A. BOYNTON, Acting.

On January 2d, the board met in St. Paul and held a conference with the officials of the Northern Pacific in the interest of the complainants. In the absence of the general manager and assistant general manager, the commission conferred with General Traffic Manager Moore, who assured the board that it was not the

intention of the company to close the branches, and that if possible, they would be kept open during the winter.

The branches were kept open during all of the winter months, and no further complaint has been received.

W. S. BELDEN *v.* THE NORTHERN PACIFIC RAILROAD COMPANY.

Refusal of Cars.

On December 6th W. L. Belden, of Steele, Dak., submitted a complaint to the board of a character similar to many already enumerated. He testified that the agent at Steele had refused to furnish cars for the shipment of his wheat, and further that the agent gave as reason for his refusal that he had received orders from the general officers to that effect. Mr. Belden had four carloads of wheat then awaiting shipment. His complaint was sent to Assistant General Manager Ainslie of the Northern Pacific, who was absent from St. Paul at that time. The complaint and the request of the commission were forwarded to him while he was on the road and the following telegram was received in reply:

LIVINGSTON, MONT., December 12, 1888.

To the Board of Railroad Commissioners of Dakota.

SECRETARY RAILROAD COMMISSIONERS: Just received your complaint relative to cars for Belden at Steele. If not already supplied, I will see that cars are furnished without delay.

S. R. AINSLIE.

Subsequent communications from the railroad company and from Mr. Belden show that he has been receiving all the cars he calls for.

WILLIAM CRAGER *v.* THE CHICAGO, MILWAUKEE & ST. PAUL RAILROAD COMPANY.

Cars Refused Farmers.

WOONSOCKET, DAK., October 8, 1887.

To The Honorable Board of Railroad Commissioners of Dakota, Bismarck, Dakota.

GENTLEMEN: This morning one Mr. A. Ross and the writer ordered a car from the Chicago, St. Paul, & Milwaukee railway, to be loaded with wheat here on track and shipped to Milwaukee. The agent says that he has orders not to allow any more cars to be loaded with grain by farmers as they want all their

cars for warehouse men along their line. This we understood to be contrary to the laws of the territory, and we respectfully ask the Board of Railroad Commissioners to compel the railroad company to grant us our rights.

Respectfully yours,

WILLIAM CRAGER.

The case was submitted to the railroad company with the request that the demand of Mr. Crager be complied with. The company granted the request, and the commission informed Mr. Crager of the favorable action.

On October 23 the commission received the following acknowledgment from the complainant.

WOONSOCKET, DAK., October 23, 1888.

To the Board of Railroad Commissioners of Dakota.

GENTLEMEN: I have just received your letter, and hasten to inform you that the railroad company has granted our request and given us cars.

Yours truly,

WILLIAM CRAGER.

THOS. BRADY *v.* THE CHICAGO & NORTHWESTERN RAILROAD COMPANY.

Wanted Cars for Shipping Hay.

BERESFORD, DAK., January 14, 1888.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: I write to inquire of you, as a railroad commission, if there is any remedy for shippers on the line of the Chicago & Northwestern railroad? I have a contract with the Adams Express company, at Chicago, to supply them with six carloads of hay per month. During December I could only get four cars, and up to now have not been able to get any all this month, and the agent informed me there was no prospect of getting any for some time. Now, I understand that at Hawarden, and other points where the other road crosses that there are plenty of cars standing idle and empty, and, unless I can get cars soon, I will be at great loss, and if you will kindly answer this letter I will esteem it a great favor. I am, respectfully yours,

THOS. BRADY.

This case having been investigated by the board the railroad company was requested to furnish cars to Mr. Brady at once, if possible. The following reply was received from President Marvin Hughitt:

CHICAGO, January 30, 1888.

To the Board of Railroad Commissioners of Dakota:

GENTLEMEN: I have your letter of the 27th inst. covering one addressed to you by Thomas Brady, of Bersford, D. T., respecting his failure to receive

cars for the transportation of hay. I return Mr. Brady's letter herewith an beg to say in reply that our transportation facilities have been considerably embarrassed by reason of the late heavy storms and resulting blockades. As soon as the natural conditions now existing are improved by the cessation of storms, and we can renew the work of distributing cars, Mr. Brady and others similarly situated in Dakota, will receive prompt relief in the direction desired.

Yours truly,

M. HUGHITT.

The following letter from General Manager Whitman explains the accumulation of cars at certain stations which appeared at the time like unjust discrimination, and shows how promptly relief was granted Mr. Brady.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.
OFFICE OF THE GENERAL MANAGER.

CHICAGO, February 1, 1888.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: Your letter of the 27th of January to Mr. Hughitt has been referred to me, and in reply thereto would say that since Saturday we have furnished Mr. Brady with four cars for hay, and will give him another car to-day.

Mr. Brady's statement that there have been numbers of empty cars standing at stations when they were needed by him is, I am sorry to say, a fact. Up to a week ago we have, as you know, had very severe storms throughout Iowa, Minnesota and Dakota, which has practically caused a blockade of our freight business for twenty days. This has caused, not only a large number of empty cars to accumulate, but also loads. This accumulation is now, during the past few days of good weather, cleared up, and as a result cars are being furnished Mr. Brady. It was not our fault that they were not furnished before. With good weather from this time on we ought to be able to give him a fair supply.

Yours truly,

J. M. WHITMAN,
General Manager.

C. M. FURBER v. THE CHICAGO, MILWAUKEE & ST.
PAUL RAILROAD COMPANY.

Site For Warehouse Wanted.

In the spring of 1887 C. M. Furber of Britton, Dak., requested that he be given a site for a grain warehouse on the track of the Chicago, Milwaukee & St. Paul road at that point. He testified to the board that for a long time the company had refused to give him a site, and the case had become so aggravated that he had employed an attorney, but to no avail. Shortly after the organization of this board, he presented his complaint to the

commissioners, who immediately made an investigation and laid the case before the officials of the company with the request that Mr. Furber be given a site for his warehouse. The following communication from Mr. P. Plaisted, attorney for Mr. Furber was, under the circumstances, exceedingly gratifying to the board:

BRITTON, DAK., August 12, 1887.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: Mr. C. M. Furber, this morning showed me a telegram from President Roswell Miller, of the Chicago, Milwaukee & St. Paul railway, in which he says he has directed the superintendent of this division to show Mr. Furber a location on the company's side track here on which to place his warehouse.

This matter was deserving of the prompt and effectual attention which you gave it.

Yours truly,

WM. P. PLAISTED.

PRITCHARD & KETHLEDGE v. THE CHICAGO & NORTH-WESTERN RAILROAD COMPANY.

Cars for Shipment of Hay Wanted.

WAKONDA, DAK., February 14, 1888.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: Will you be kind enough to let me know if there is any way that we can get cars to this place to load. We have a lot of baled hay that we must ship soon or lose considerable money. Besides, there are three other parties here who are in the same fix, and a great deal of hay the farmers want to sell we are afraid to buy. The farmers are in need of the money, and if there is any way to get cars please let us know at once. We have written the superintendent of the railroad and he has answered back very politely, but no cars came. Yours truly,

PRICHARD & KETHLEDGE.

The case was submitted to the company; the officials promised the commission that the cars would be furnished as soon as the weather would permit, and on March 14, 1888, the following acknowledgment from Prichard & Kethledge was received:

WAKONDA, DAK., March 14, 1888.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

DEAR SIRS: We have been well pleased with the number of cars received in the latter part of February, but at the present time we would like a few more than we are getting. We are very thankful to you for the attention you gave to our letter. At that time we were about discouraged.

Yours truly,

PRICHARD & KETHLEDGE.

Since this date cars have been furnished Messrs. Prichard & Kethledge as promptly as they have desired.

**COOMBE & KINSMAN v. THE CHICAGO, MILWAUKEE
& ST. PAUL RAILROAD COMPANY.****Site for Warehouse Wanted.**

The complainants, living at White Lake, Dak., had a grain warehouse situated some distance from the track of the Chicago, Milwaukee & St. Paul road. They petitioned for a site on the side track at White Lake, and for several years their request was refused by the company. They submitted their complaint to the present board of railroad commissioners in the fall of 1887, and the board immediately inaugurated an investigation. On June 1st, 1888, in answer to the requests of the commission, President Miller of the road, sent the division superintendent to White Lake with instructions to locate the warehouse on the company's side track without delay. Messrs. Coombe & Kinsman have acknowledged the satisfactory adjustment of the case, and the house is now located on the side track.

**WESLEY BROWNELL v. THE CHICAGO, MILWAUKEE
& ST. PAUL RAILROAD COMPANY.****Site for Warehouse.**

WOONSOCKET, DAK., September 5, 1887.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: I write you to inquire if there is any way to obtain a site for a warehouse at Woonsocket, near the railroad, if the railroad company refuse us the privilege of building one. The farmers near Woonsocket have organized a company to build a warehouse and ship grain, and to-day telegraphed for privilege of building and were refused.

WESLEY BROWNELL.

The commission addressed the following letter to Superintendent Bush, of the Chicago, Milwaukee & St. Paul road:

LENNOX, DAK., September 8, 1887.

Hon. D. L. Bush, Superintendent Chicago, Milwaukee & St. Paul Railroad, Aberdeen, Dak.

DEAR SIR: The board has received from Wesley Brownell, secretary of a farmer's organization at Woonsocket, a letter, a copy of which is herewith enclosed. In accommodating the farmers you will best accommodate the public interests. We trust you will give this application a prompt and favorable answer. Will you kindly advise us of your decision in this matter?

By the board,

A. BOYNTON, Acting.

The correspondence in this case was exhaustive and resulted favorably to the complainant as indicated by the following from Superintendent Bush.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.
JAMES RIVER DIVISION.
SUPERINTENDENT'S OFFICE.
ABERDEEN, DAK., October 4, 1887.

A. Boynton, Esq., Lennox, Dak.

DEAR SIR: Referring to yours of recent date. I was at Woonsocket on Sept. 27 and made satisfactory arrangements with the farmers association for their warehouse at that point.

Yours truly.

D. L. BUSH,
Superintendent.

The farmers now have their warehouse on the right of way and are afforded every facility for the shipment of grain.

CITIZENS OF MILTON v. THE ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY COMPANY.

Petition for Crossing.

On April 25, 1888, several hundred citizens of Milton, on the St. Paul, Minneapolis & Manitoba Railroad, petitioned the railroad commission as follows:

MILTON, DAK., April 25, 1888.

To the Honorable Railway Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: We, the undersigned, citizens of the town of Milton, in the county of Cavalier, Dakota, respectfully request that your honorable body do cause a crossing to be placed over the railroad track on the east side of the Brooks elevator, as we find that the present crossing is inadequate to the wants of the business men of this town and the farmers frequenting this place, as the town is growing rapidly eastward, and the roads will, after the river is bridged, naturally lead the traffic to the east of the present crossing.

We therefore request your attention to the needs of this flourishing little town, and as in duty will ever pray.

In answer to this complaint the matter was brought to the attention of the railroad officials, and the following communication was addressed to the petitioners:

GRAND FORKS, November 28, 1888.

GENTLMEN: I return you herewith all the papers and letters in regard to this petition. Please be sure and return all the papers as soon as you can, and also let us know whether anything has been done to give you the desired relief. The board has been diligently at work on this case and intends to give you good results if possible.

By the Board,

ALEX. GRIGGS,
Acting.

Within a few days from the date of this correspondence, the crossing was established as requested by the petitioners.

CITIZENS OF OSNABROCK v. THE ELEVATOR COMPANIES.

Wanted Houses Opened.

OSNABROCK, DAK., December 1, 1888.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: We regret to say that we have now only one elevator running here, and such a state of things is considerably damaging to the interest and trade of our town, as you are doubtless aware that the farmers think that they are not getting fair play and grade for their wheat when only one house is buying, and as a matter of fact we know of instances to-day where farmers drove to Langdon and Milton to try and obtain better prices. We will take it as a favor if you would kindly come and see us. Just to-day the Minneapolis & Northern people closed their house here, and if we cannot get some relief from you our business will dwindle down considerable.

Awaiting the favor of your kind attention we are yours respectfully,

BOYD & CAIRNS,
BIDLAKE & FLEMING,
M. LANGAN,
H. HERMAN.

The commission visited Minneapolis and other points to prevail upon the elevator companies to open their houses at Osnabrock, and were rewarded for its efforts by the immediate opening of an elevator by the St. Anthony & Dakota Elevator Company and another by Brass & Co., of Grand Forks, thus giving the farmers a good market and healthy competition for their grain.

CITIZENS OF HUNTER, MAYVILLE, CASSELTON AND OTHER TOWNS v. THE ST. PAUL, MINNEAPOLIS & MANITOBA RAILROAD COMPANY.

Petition For Improvement of Mayville Branch.

Early in the spring of 1888 petitions from citizens on the Mayville branch of the St. Paul, Minneapolis & Manitoba railroad were received by the board. The petition was as follows:

To the Honorable Board of Railway Commissioners of the Territory of Dakota.

GENTLEMEN: We, the undersigned citizens of the town of Hunter, Cass county, Dakota, do take this method of presenting for the consideration of your honorable board a few facts in regard to the condition of the Mayville branch of the St. Paul, Minneapolis & Manitoba railway system, extending

from Casselton to Mayville, a distance of about forty miles, and of the treatment we are receiving at the hands of that corporation.

The track in question, owing to the condition of the road-bed and the poor quality of rails used, we consider unfit and unsafe for use, and dangerous to life and property. For three or four years we have been put off every winter by the company with the assurance that "the track would be raised and fixed up in the spring," but up to date no move has been made towards fixing it. It has been necessary for the past two winters to have mail and express carried by team between Casselton and Blanchard, and last winter at one time not a train passed over this branch for forty-two days.

We therefore earnestly pray that your honorable board will look into the matter at your earliest convenience, and take such steps as will, if possible, compel the said company to raise said track and put it in shape so it can be kept open during the coming winter and be safe to travel.

This case was the subject of much investigation and correspondence, and the following letter from General Manager Manvel was the result:

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY COMPANY,
GENERAL MANAGER'S OFFICE,
ST. PAUL, MINN, August 18, 1888.

Messrs. The Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: Your communication of the 12th inst. to our general superintendent has been referred to this office, and it would have had an earlier acknowledgement but for my absence from the city. Answering now, I would state that the large amount of work we have to do on our main lines, and the delays we have experienced owing to the somewhat unusual quantity of rain that has fallen will, in my opinion, prevent our getting at the Casselton branch to fix it up in the way we desire to this season. We expect, however, to put it in safe condition for use, and expect to be able to operate it with less obstruction than last year, as we expect to have new and improved machinery for keeping the line open, even if we have as snowy a season as a year ago, which is unlikely. I may say, for your information, that the whole road-bed of the Casselton branch requires to be rebuilt, and we hope to be able to undertake it next spring; and, in doing it, we shall require to abandon certain portions of the line for a short time, until the entire road-bed can be raised. Just now, when the wheat is beginning to move, you can see that it would be unadvisable to do this. Yours truly,

A. MANVEL.

CITIZENS OF GROTON v. THE CHICAGO & NORTH-WESTERN RAILROAD COMPANY.

Connection and Switch Wanted.

To the Honorable the Board of Railroad Commissioners of the Territory of Dakota, Bismarck, Dakota.

GENTLEMEN: We the undersigned citizens of Groton, Brown county, and Territory of Dakota, do hereby petition your honorable body to take such

steps as are necessary to compel the Chicago, Milwaukee & St. Paul and the Chicago & Northwestern Railroads to put in a connecting switch at this point in order to facilitate the shipping of the business men and shippers of our said city and vicinity.

This petition was signed by G. M. L. Erwin and a hundred other citizens of Groton, and the commission immediately addressed a communication to the officers of the Chicago & Northwestern road requesting that the connection be made. The petitioners complained that all their efforts to secure the establishment of the Y were futile. The board made an inspection of the grounds and found that the complaint was just. The railroad companies were reluctant at first, but the facts being fully laid before them the following letter was addressed to the board:

CHICAGO & NORTHWESTERN RAILWAY CO.,
OFFICE OF THE GENERAL MANAGER.
CHICAGO, ILL., November 20, 1887.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: I have your favor of November 19 in reference to the connection at Groton, Dak., with the Chicago, Milwaukee & St. Paul Railway. This matter has been fully agreed to and determined between the Milwaukee & St. Paul Company and myself, and I gave instructions on November 14th for the work to be done. Very truly,

J. M. WHITMAN, General Manager.

That the matter was satisfactorily adjusted is shown by the following communication from Mr. Erwin:

GROTON, DAK., December 7, 1887.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMAN: The Chicago & Northwestern and Chicago, Milwaukee & St. Paul railways commenced work on transfer switch at this place Nov. 26th, and now have it completed and in running order. Thanks for your prompt attention and for the relief your board has granted. Yours,

G. M. L. ERWIN.

EDWIN KNAPP v. CHICAGO, MILWAUKEE & ST. PAUL RAILROAD COMPANY.

Site for Warehouse.

On July 11th, 1887, Edwin Knapp, of Webster, Dak., complained to the commission that he could not secure a site on the side tracks of the Chicago, Milwaukee & St. Paul road at that point for a grain warehouse, and requested the intercession of the

board. The matter was presented to President Miller (then general manager) of the road, and he replied that he would agree to give the farmers at Webster a site for a warehouse, provided they would accept one on the east end of the track. As it is assumed that the grain will be shipped east, the company preferred to have the house on the east end.

The result of the correspondence with President Miller proved satisfactory, as the board received the following from Mr. Knapp:

WEBSTER, DAK., September 10, 1887.

To the Board of Railroad Commissioners, of Dakota, Bismarck, Dak.

GENTLEMEN: Yours of the 2d has been received and in answer would say that Superintendent Kellie, of Chicago. Milwaukee & St. Paul railroad, was here and tendered us a site on which to build our elevator, which we shall accept if they do not give us the site which we prefer. This will settle this question which might have been done a long time ago and been a good deal better for us. I am very much obliged to your board for the interest you have manifested in our behalf and shall ever remain,

Yours respectfully,

EDWIN KNAPP.

J. W. HARDEN *v.* THE CHICAGO, MILWAUKEE & ST. PAUL RAILROAD.

Site for Warehouse Wanted.

Early in the fall of 1887 J. W. Harden of Woonsocket, requested the aid of the commission to secure a site for a farmers' grain warehouse at Woonsocket. The board submitted the complaint to the officers of the road, with the request that it be adjusted as early as possible. In answer to the communication of the commission, General Manager Miller stated that there were already four warehouses in Woonsocket, and that the company did not think additional houses were needed.

After much correspondence the matter was settled by the purchase by the farmers of one of the warehouses already constructed.

Mr. Harden representing the Farmers' Alliance also requested the intercession of the board for the establishment of a farmers' warehouse on the track at Alpena, and this matter was finally adjusted satisfactory to the complainants.

CITIZENS OF LAKE PRESTON v. CHICAGO, MILWAUKEE & ST. PAUL RAILROAD COMPANY.**Petition for Transfer Track.**

In August 1888, the board received a petition from citizens of Lake Preston, praying that transfer tracks be established at that point between the Chicago, Milwaukee & St. Paul and the Chicago & Northwestern roads. Petitioners stated that they had labored in vain to have the tracks established. The matter was brought officially to the notice of the railroad companies, and the following reply was received from General Manager Miller, of the Chicago, Milwaukee & St. Paul:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,
GENERAL MANAGER'S OFFICE.

MILWAUKEE, September 19, 1888.

To the Board of Railroad Commissioners of Dakota Bismarck, Dak.

GENTLEMEN: I have yours of the 17th inst., and will have the matter of the transfer switch at Lake Preston attended to. Yours truly,

ROSSELL MILLER,
General Manager.

The transfer tracks were constructed promptly, and no further complaint has been received from the citizens of Lake Preston.

CITIZENS OF TAYLOR v. NORTHERN PACIFIC RAILROAD COMPANY.**Station Closed—Petition for Opening Same.**

In February, 1888, the station at Taylor, on the Northern Pacific road, was closed for reasons unknown to the citizens. The business men and farmers petitioned the company for the reopening of the station and receiving no satisfactory reply submitted their case to the commission.

On March 20, 1888, J. M. Tracey, of Taylor, addressed a communication to the commission setting forth among other things that the closing of the station worked great hardship to the people, and that as the freight receipts at that point for the month of October, 1887, were \$1,500, and other traffic accordingly, he did not think the company could complain that the business of the place did not warrant the opening of the station. Letters from numerous citizens were received and the board visited Taylor for

the purpose of an investigation. The board could find no cause for the closing of the station, but there were many good reasons for demanding that it be reopened. The commission submitted its conclusions to the officers of the road and on May 31 received the following letter of compliance from Vice President Oakes:

NORTHERN PACIFIC RAILROAD Co.,
OFFICE OF VICE PRESIDENT AND GENERAL MANAGER.
ST. PAUL, MINN., May 30, 1888.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: I have this day given instructions that Taylor Station on our Missouri Division shall be reopened for business immediately. In view of recent correspondence with you, this will no doubt be welcome news. Yours truly,

F. F. OAKES,
Vice President.

On June 10th the board received the following letter of thanks, which is an acknowledgment of the satisfactory adjustment of the case:

TAYLOR, DAK., June 9. 1888.

Messrs. the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: You have justly favored our call in opening our station for business. I humbly tender my thanks for the hard battle you have fought for us. I hope the railroads will remember from this that we have got an honest railroad commission. With my sincere thanks I remain yours,

L. L. LEWIS.

CITIZENS OF ELKTON *v.* CHICAGO & NORTHWESTERN AND BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANIES.

Petition for Transfer Tracks.

On Nov. 28, 1887, the commission received the following petition from citizens of Elkton, relative to needed transfer tracks at that point.

ELKTON, DAK., November 25, 1887.

To the Honorable Board of Railway Commissioners, Dakota Territory.

GENTLEMEN: We, the undersigned citizens of Elkton, Brookings county, Dakota, representing the business and shipping interests of Elkton, feeling that we are unjustly treated by the Chicago, & Northwestern and Burlington, Cedar Rapids & Northern railways, in not having a transfer track at this place, and further that the shippers east and west, north and south of us would be benefitted by having a transfer track at this point, and that the volume of business would be greatly increased and handling of freight made easier, would respectfully pray that your board give this matter immediate attention, and

should you deem it advisable to visit this point, we would gladly furnish you with further information. We have asked that this track be put in a number of times, but no attention has been paid to the matter, so we are forced to come to you for the relief asked. Any further information desired will be furnished by H. S. Murphy of this point. Awaiting a speedy and satisfactory adjustment of this matter, your petitioners will ever pray.

This petition was signed by twenty-five citizens. A visit to Elkton convinced the commission that the transfer track should be established, and as a result of the boards' correspondence with the officials of the company, the request of the petitioners was granted. The transfer tracks were constructed and have proven of great value to the people.

CITIZENS OF HANNAFORD *v.* NORTHERN PACIFIC RAILROAD COMPANY.

Station Wanted.

On August 1, 1888, the board received a petition from the farmers in the vicinity of Hannaford, on the line of the Northern Pacific, praying that a regular station be established at that point. They gave as cause for their complaint that there was a large amount of wheat in that vicinity for shipment, and that there was important business awaiting the establishment of a station. The commission submitted the complaint to Traffic Manager Hannaford, with the request that he furnish the board with any reasons he might have to offer for refusing to grant the prayer of the petitioner. The following was Mr. Hannaford's answer:

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF THE TRAFFIC MANAGER,
ST. PAUL, MINN., August 9, 1888.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: Your favor of August 6th duly received. I have to state that there is already a small grain warehouse at Hannaford station, and another one I think will be put up this season. All farmers delivering their grain through these warehouses will get warehouse receipts for same, and our agent at Sanborn will furnish the warehouseman a railroad receipt in exchange. Will not this answer for all purposes? And perhaps next season we shall be able to establish an agency there.

Yours truly,

J. M. HANNAFORD,
Traffic Manager.

Upon receipt of this letter the board made a careful examination into the facts and concluded that there were no good grounds for demanding the establishment of a regular station with agent and other necessary attaches. The board reported this fact to the petitioners, who very promptly acknowledged that owing to the lightness of the crop in that vicinity, they could not press their claim. The company promises the commission that the station will be established next year provided the business warrants.

J. E. BARNES v. CHICAGO & NORTHWESTERN RAILROAD COMPANY.

Site for Coal Shed Wanted.

On Dec. 19, 1888, J. E. Barnes complained that the Chicago & Northwestern Railroad company refused to grant him a site for a coal shed at Conde. Upon investigation it was found that while Assistant General Superintendent Hallenbeck refused him the site which he desired, he did not say that *no* site would be given. The board requested that Mr. Barnes be given a location for the coal shed and on Dec. 22, received the following satisfactory compliance by telegraph:

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMEN: I can give Mr. Barnes a location at Conde on lot five (5) north end of his building to be 110 feet south of the south end of Dyar, Ingham & Co.'s coal house.

P. HALLENBECK,
Assistant General Superintendent.

This location proved satisfactory to Mr. Barnes and the matter was settled satisfactorily.

THE CITIZENS OF CANNING AND OTHER POINTS v. CHICAGO & NORTHWESTERN RAILROAD COMPANY.

Stations Closed—Petition for Re-opening.

On December 5th, 1888, Geo. W. Harris of Canning, supported by numerous citizens, complained that the Chicago & Northwestern railroad company had closed its station at that point, and subsequent complaints show that all stations between Blunt and Pierre have been closed. This complaint is now under consideration by the commission, and there is every reason to be-

lieve that the board will soon have the stations reopened. There is no good reason why so large a stretch of country in which stations have been supplied with agents for some time, should be left without the proper facilities for the transaction of business. The board has not had sufficient time prior to the printing of this report to close this case, but feels confident that the stations will soon be reopened.

DWYER & CO., OF ST. LAWRENCE, DAKOTA, v. CHICAGO & NORTHWESTERN RAILROAD COMPANY.

Petition for Reduction of Freight.

On February 24th, 1888, Dwyer & Co., of St. Lawrence, Dakota, petitioned the board to intercede for them with the Chicago & Northwestern railroad company for a reduction in rates from St. Lawrence east. Petitioners complained that Brookings and other points were given a much better rate, and that the discrimination was working a great injustice to the people of St. Lawrence. At that time the discrimination on flour was 12 cents per cwt., against St. Lawrence. The commission submitted the complaint to the officers of the road, who gave many reasons why the discrimination was made. The board requested the company to reduce its rates, and at the date of the last communication on the subject, a reduction of 8 cents per cwt., had been made.

**COMPLAINTS OF SHIPPERS AGAINST RAILROADS
FOR REFUSAL OF CARS FOR SHIPMENT OF
GRAIN.**

Cars Wanted.

As will be observed by a perusal of the preceding pages of this report, one of the most fruitful causes of complaints is the refusal of railroad companies to furnish cars for the shipment of the grain of independent buyers, or of owners of small warehouses. The commission has separated a few for publication, under distinct headings, to give some idea of their character and extent. It would be impossible to give prominence to all of the complaints of this character which have been adjusted, and the board trusts that enough has been said on this point to give the legislature such information as may lead to an intelligent action

in the amendment of the law. Among the many who have been furnished with cars through the aid of the commission, but whose cases have not been mentioned, are:

John F. Wilson and Fred. Wilson, Coral, Spink county.

Farmers' Elevator Co., Doland.

J. V. Lawson, and Messrs. Farnsworth, Scott Swan, Elliott and Beach, of Hurley, Dakota. These men had hay on meadowland, which was threatened with floods, and but for the timely arrival of the cars thousands of tons would have been lost.

Farmers' Elevator Co., Frankfort.

J. J. Sweet, Jr., Iroquois.

W. J. Kenney, J. W. Douglass and Farmers' association, Hecla, Brown county.

In very few cases where the commission has investigated complaints against the railroad companies for refusal to furnish cars has the board failed to bring about a speedy and satisfactory adjustment.

PRAIRIE FIRES.

One of the questions brought before the board was that of prairie fires started by sparks from railroad locomotives. This is a matter of vital interest to all and deserves the attention of the courts as well as of the legislature and the commission. One of the most prominent cases submitted to the board was that of Mr. Felix Dilger, of Yankton, who claimed to have lost fifty tons of hay by a fire started by a spark from a locomotive of the Chicago, Milwaukee & St. Paul road on or about October 29, 1886. Mr. Dilger presented his claim to the officers of the road who denied the same on the ground that the company was not responsible for the fire. The claim was then presented to the railroad commission. The commission entered into correspondence with the road, the board addressing the following letter to Special Agent Hinsey, of Milwaukee:

LENNOX, DAK., May 27, 1887.

Hon. J. J. Hinsey, Special Agent Chicago, Milwaukee & St. Paul Railroad, Milwaukee, Wis.

DEAR SIR: My attention has been called to the claim against your company, presented by Felix Dilger, of Yankton, for hay burned in October last. Mr. Dilger does not claim that the fire in question started upon the company's right of way. Yet if it can be shown that the engine caused the fire which destroyed his property, I would respectfully ask you to adjust his loss in accordance with the facts as they may be presented in this case. I herewith inclose a letter from Mr. Dilger of the 18th inst. By the Board,

A. B. BOYNTON, Acting.

In reply to this the following was received:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,
CLAIM DEPARTMENT.

MILWAUKEE, May 13, 1887.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMAN: Referring to your letter of May 27th to me, relating to the claim of Felix Dilger of Yankton, for some hay burned in October last, as he claims, by an engine of this company, I have to say that this matter has been

heretofore investigated by the company, and it appeared, as stated by Mr. Dilger to you, that the fire started outside of the right of way and for company. That being the fact it eliminates from the case any question of the negligence of the company in not keeping its right of way clear of combustible material; and the only question is whether the engine was in good order, properly constructed, and whether it was handled in a proper and skillful manner at the time of the fire by skillful and competent men. Investigation in this case shows that the engine was in good order, in proper repair and that it was carefully managed by a competent engineer and fireman at the time the fire is claimed to have been set out. Such being the facts of this case, under the laws laid down by the courts, the company is not legally liable in this claim, and in case suit should be brought I think it could be successfully defended.

There has been no decision of the Supreme Court of Dakota in fires, but the general rule of law laid down by the courts of other states is that if the fire did not start upon the right of way and if there was no negligence in the equipment or condition of the engine or in its operation, that a railroad company is not liable for a fire even though it was set out by the engine. I understand that in one of the districts of Dakota the judge does not submit to the jury a case of this kind unless the party shows some negligence on the part of the company. But whether that rule will be eventually adopted by the Supreme Court nor not, still if the company proves the facts above stated the court must hold that there is no liability in such cases.

In all cases where it appears that the fire was caused through negligence of the company, either in condition of its right of way or of its management of the same, we compromise the claims if it can reasonably be done. But in cases where it appears there is no such negligence we cannot entertain a claim on the basis of the company being liable, as to do so would compel us to be an insurer of property along our right of way which may be burned without fault on our part. Yours truly,

J. A. HINSEY,
Special Agent.

The Commission sought the advice of the attorney general and was informed that it had no power to act in this case. The attorney general gave it as his opinion that while the Commission had not the power to adjust the claim it could compel the railroad companies to keep their engines in good condition and to use the latest and most improved devices to prevent the escape of sparks. The board has endeavored to be diligent in this respect and has on numerous occasions received a prompt compliance with a request that the smoke stacks of engines be repaired before they again go outside of the round house. In Southern Dakota during the past year many disastrous prairie fires have been ascribed to the locomotive spark, and the loss to farmers by these fires has been heavy. This is a question of great importance and should receive prompt attention at the hands of the legislature.

PRAIRIE FIRES.

One of the questions brought before the board was that of prairie fires started by sparks from railroad locomotives. This is a matter of vital interest to all and deserves the attention of the courts as well as of the legislature and the commission. One of the most prominent cases submitted to the board was that of Mr. Felix Dilger, of Yankton, who claimed to have lost fifty tons of hay by a fire started by a spark from a locomotive of the Chicago, Milwaukee & St. Paul road on or about October 29, 1886. Mr. Dilger presented his claim to the officers of the road who denied the same on the ground that the company was not responsible for the fire. The claim was then presented to the railroad commission. The commission entered into correspondence with the road, the board addressing the following letter to Special Agent Hinsey, of Milwaukee:

LENNOX, DAK., May 27, 1887.

Hon. J. J. Hinsey, Special Agent Chicago, Milwaukee & St. Paul Railroad, Milwaukee, Wis.

DEAR SIR: My attention has been called to the claim against your company, presented by Felix Dilger, of Yankton, for hay burned in October last. Mr. Dilger does not claim that the fire in question started upon the company's right of way. Yet if it can be shown that the engine caused the fire which destroyed his property, I would respectfully ask you to adjust his loss in accordance with the facts as they may be presented in this case. I herewith inclose a letter from Mr. Dilger of the 18th inst. By the Board,

A. B. BOYNTON, Acting.

In reply to this the following was received:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,
CLAIM DEPARTMENT.

MILWAUKEE, May 13, 1887.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMAN: Referring to your letter of May 27th to me, relating to the claim of Felix Dilger of Yankton, for some hay burned in October last, as he claims, by an engine of this company, I have to say that this matter has been

heretofore investigated by the company, and it appeared, as stated in the letter of Mr. Dilger to you, that the fire started outside of the right of way of this company. That being the fact it eliminates from the case any question as to the negligence of the company in not keeping its right of way clear of combustible material; and the only question is whether the engine was in good order, properly constructed, and whether it was handled in a proper and skillful manner at the time of the fire by skillful and competent men. Investigation in this case shows that the engine was in good order, in proper repair and that it was carefully managed by a competent engineer and fireman at the time the fire is claimed to have been set out. Such being the facts of this case, under the laws laid down by the courts, the company is not legally liable in this claim, and in case suit should be brought I think it could be successfully defended.

There has been no decision of the Supreme Court of Dakota in fires, but the general rule of law laid down by the courts of other states is that if the fire did not start upon the right of way and if there was no negligence in the equipment or condition of the engine or in its operation, that a railroad company is not liable for a fire even though it was set out by the engine. I understand that in one of the districts of Dakota the judge does not submit to the jury a case of this kind unless the party shows some negligence on the part of the company. But whether that rule will be eventually adopted by the Supreme Court nor not, still if the company proves the facts above stated the court must hold that there is no liability in such cases.

In all cases where it appears that the fire was caused through negligence of the company, either in condition of its right of way or of its management of the same, we compromise the claims if it can reasonably be done. But in cases where it appears there is no such negligence we cannot entertain a claim on the basis of the company being liable, as to do so would compel us to be an insurer of property along our right of way which may be burned without fault on our part. Yours truly,

J. A. HINSEY,
Special Agent.

The Commission sought the advice of the attorney general and was informed that it had no power to act in this case. The attorney general gave it as his opinion that while the Commission had not the power to adjust the claim it could compel the railroad companies to keep their engines in good condition and to use the latest and most improved devices to prevent the escape of sparks. The board has endeavored to be diligent in this respect and has on numerous occasions received a prompt compliance with a request that the smoke stacks of engines be repaired before they again go outside of the round house. In Southern Dakota during the past year many disastrous prairie fires have been ascribed to the locomotive spark, and the loss to farmers by these fires has been heavy. This is a question of great importance and should receive prompt attention at the hands of the legislature.

PRAIRIE FIRES.

One of the questions brought before the board was that of prairie fires started by sparks from railroad locomotives. This is a matter of vital interest to all and deserves the attention of the courts as well as of the legislature and the commission. One of the most prominent cases submitted to the board was that of Mr. Felix Dilger, of Yankton, who claimed to have lost fifty tons of hay by a fire started by a spark from a locomotive of the Chicago, Milwaukee & St. Paul road on or about October 29, 1886. Mr. Dilger presented his claim to the officers of the road who denied the same on the ground that the company was not responsible for the fire. The claim was then presented to the railroad commission. The commission entered into correspondence with the road, the board addressing the following letter to Special Agent Hinsey, of Milwaukee:

LENNOX, DAK., May 27, 1887.

Hon. J. J. Hinsey, Special Agent Chicago, Milwaukee & St. Paul Railroad, Milwaukee, Wis.

DEAR SIR: My attention has been called to the claim against your company, presented by Felix Dilger, of Yankton, for hay burned in October last. Mr. Dilger does not claim that the fire in question started upon the company's right of way. Yet if it can be shown that the engine caused the fire which destroyed his property, I would respectfully ask you to adjust his loss in accordance with the facts as they may be presented in this case. I herewith inclose a letter from Mr. Dilger of the 18th inst. By the Board,

A. B. BOYNTON, Acting.

In reply to this the following was received:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,
CLAIM DEPARTMENT.

MILWAUKEE, May 13, 1887.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMAN: Referring to your letter of May 27th to me, relating to the claim of Felix Dilger of Yankton, for some hay burned in October last, as he claims, by an engine of this company, I have to say that this matter has been

heretofore investigated by the company, and it appeared, as stated in the letter of Mr. Dilger to you, that the fire started outside of the right of way of this company. That being the fact it eliminates from the case any question as to the negligence of the company in not keeping its right of way clear of combustible material; and the only question is whether the engine was in good order, properly constructed, and whether it was handled in a proper and skillful manner at the time of the fire by skillful and competent men. Investigation in this case shows that the engine was in good order, in proper repair and that it was carefully managed by a competent engineer and fireman at the time the fire is claimed to have been set out. Such being the facts of this case, under the laws laid down by the courts, the company is not legally liable in this claim, and in case suit should be brought I think it could be successfully defended.

There has been no decision of the Supreme Court of Dakota in fires, but the general rule of law laid down by the courts of other states is that if the fire did not start upon the right of way and if there was no negligence in the equipment or condition of the engine or in its operation, that a railroad company is not liable for a fire even though it was set out by the engine. I understand that in one of the districts of Dakota the judge does not submit to the jury a case of this kind unless the party shows some negligence on the part of the company. But whether that rule will be eventually adopted by the Supreme Court nor not, still if the company proves the facts above stated the court must hold that there is no liability in such cases.

In all cases where it appears that the fire was caused through negligence of the company, either in condition of its right of way or of its management of the same, we compromise the claims if it can reasonably be done. But in cases where it appears there is no such negligence we cannot entertain a claim on the basis of the company being liable, as to do so would compel us to be an insurer of property along our right of way which may be burned without fault on our part. Yours truly,

J. A. HINSEY,
Special Agent.

The Commission sought the advice of the attorney general and was informed that it had no power to act in this case. The attorney general gave it as his opinion that while the Commission had not the power to adjust the claim it could compel the railroad companies to keep their engines in good condition and to use the latest and most improved devices to prevent the escape of sparks. The board has endeavored to be diligent in this respect and has on numerous occasions received a prompt compliance with a request that the smoke stacks of engines be repaired before they again go outside of the round house. In Southern Dakota during the past year many disastrous prairie fires have been ascribed to the locomotive spark, and the loss to farmers by these fires has been heavy. This is a question of great importance and should receive prompt attention at the hands of the legislature.

PRAIRIE FIRES.

One of the questions brought before the board was that of prairie fires started by sparks from railroad locomotives. This is a matter of vital interest to all and deserves the attention of the courts as well as of the legislature and the commission. One of the most prominent cases submitted to the board was that of Mr. Felix Dilger, of Yankton, who claimed to have lost fifty tons of hay by a fire started by a spark from a locomotive of the Chicago, Milwaukee & St. Paul road on or about October 29, 1886. Mr. Dilger presented his claim to the officers of the road who denied the same on the ground that the company was not responsible for the fire. The claim was then presented to the railroad commission. . The commission entered into correspondence with the road, the board addressing the following letter to Special Agent Hinsey, of Milwaukee:

LENNOX, DAK., May 27, 1887.

Hon. J. J. Hinsey, Special Agent Chicago, Milwaukee & St. Paul Railroad, Milwaukee, Wis.

DEAR SIR: My attention has been called to the claim against your company, presented by Felix Dilger, of Yankton, for hay burned in October last. Mr. Dilger does not claim that the fire in question started upon the company's right of way. Yet if it can be shown that the engine caused the fire which destroyed his property, I would respectfully ask you to adjust his loss in accordance with the facts as they may be presented in this case. I herewith inclose a letter from Mr. Dilger of the 18th inst. By the Board,

A. B. BOYNTON, Acting.

In reply to this the following was received:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,
CLAIM DEPARTMENT.

MILWAUKEE, May 13, 1887.

To the Board of Railroad Commissioners of Dakota, Bismarck, Dak.

GENTLEMAN: Referring to your letter of May 27th to me, relating to the claim of Felix Dilger of Yankton, for some hay burned in October last, as he claims, by an engine of this company, I have to say that this matter has been

heretofore investigated by the company, and it appeared, as stated in the letter of Mr. Dilger to you, that the fire started outside of the right of way of this company. That being the fact it eliminates from the case any question as to the negligence of the company in not keeping its right of way clear of combustible material; and the only question is whether the engine was in good order, properly constructed, and whether it was handled in a proper and skillful manner at the time of the fire by skillful and competent men. Investigation in this case shows that the engine was in good order, in proper repair and that it was carefully managed by a competent engineer and fireman at the time the fire is claimed to have been set out. Such being the facts of this case, under the laws laid down by the courts, the company is not legally liable in this claim, and in case suit should be brought I think it could be successfully defended.

There has been no decision of the Supreme Court of Dakota in fires, but the general rule of law laid down by the courts of other states is that if the fire did not start upon the right of way and if there was no negligence in the equipment or condition of the engine or in its operation, that a railroad company is not liable for a fire even though it was set out by the engine. I understand that in one of the districts of Dakota the judge does not submit to the jury a case of this kind unless the party shows some negligence on the part of the company. But whether that rule will be eventually adopted by the Supreme Court nor not, still if the company proves the facts above stated the court must hold that there is no liability in such cases.

In all cases where it appears that the fire was caused through negligence of the company, either in condition of its right of way or of its management of the same, we compromise the claims if it can reasonably be done. But in cases where it appears there is no such negligence we cannot entertain a claim on the basis of the company being liable, as to do so would compel us to be an insurer of property along our right of way which may be burned without fault on our part. Yours truly,

J. A. HINSEY,
Special Agent.

The Commission sought the advice of the attorney general and was informed that it had no power to act in this case. The attorney general gave it as his opinion that while the Commission had not the power to adjust the claim it could compel the railroad companies to keep their engines in good condition and to use the latest and most improved devices to prevent the escape of sparks. The board has endeavored to be diligent in this respect and has on numerous occasions received a prompt compliance with a request that the smoke stacks of engines be repaired before they again go outside of the round house. In Southern Dakota during the past year many disastrous prairie fires have been ascribed to the locomotive spark, and the loss to farmers by these fires has been heavy. This is a question of great importance and should receive prompt attention at the hands of the legislature.

	Bushels.	Acres.	Value.
Wheat.....	40,500,000	3,847,833	\$40,450,000 00
Oats.....	30,480,574	1,111,574	9,122,575 50
Corn.....	22,068,680	615,055	7,627,472 00
Barley.....	4,000,000	197,982	1,600,000 00
Rye.....	300,000	16,378	148,951 00
Buckwheat.....	55,000	3,907	50,971 00
Flax.....	3,300,000	329,288	2,963,247 00
Potatoes.....	5,200,000	40,982	3,120,000 00

Total value of crop..... \$65,083,216 50

The increase in live stock during the last year has been very marked and shows that the large profits this industry gives to those who engage in the same are encouraging. The following is the number of horses, cattle, sheep, hogs and mules returned by the assessor's roll of 1888:

	Number.	Value.
Horses.....	268,410	\$12,120,346
Cattle.....	597,808	7,634,548
Sheep.....	152,396	207,790
Hogs.....	174,028	446,811
Mules.....	16,057	822,772

Total value..... \$21,332,277

The total storage capacity of the grain elevators and warehouses in Dakota is 23,043,300 bushels; of these the licensed elevators and warehouses will hold 10,518,000 bushels. The unlicensed elevators and warehouses have a capacity of 12,525,300 bushels.

The railroads doing business in Dakota have increased their rolling stock for 1888, as follows:

The Chicago, St. Paul, Minneapolis & Omaha road, 1,000 box cars and 26 locomotives.

The St. Paul, Minneapolis & Manitoba railroad has added 1,000 box cars and 31 locomotives.

The Northern Pacific has added 1,000 box cars and 50 locomotives.

The Chicago & Northwestern railway, 4,000 box cars and 75 locomotives.

The Chicago, St. Paul, Minneapolis & Omaha railway, 500 box cars, 500 gondola cars, and 26 locomotives.

The Chicago, Milwaukee & St. Paul railway, 800 box cars, 39 stock cars, and 46 locomotives.

Other roads, report not yet received, estimated 1,000 cars and 25 locomotives; with these cars added they have an additional carrying capacity of 600,000 bushels.

Of the wheat carried out of Dakota of the crop of 1888, from July 1 to December 1, 1888, the St. Paul, Minneapolis & Manitoba has carried 6,842,507 bushels.

The Chicago, Milwaukee and St. Paul has carried to November 1, 1888, 5,563,258 bushels.

The same road has carried 193,029 barrels of flour.

The Northern Pacific Railway company has carried from July 1, to November 30, 1888, 3,539,433 hushels of wheat.

The Burlington, Cedar Rapids & Northern Railway company has carried from September 1 to December 1, 1888, 168,838 bushels of wheat.

The Chicago & Northwestern Railway Company has carried from July 1st to November 30 of wheat, 5,978,269 bushels.

The Minneapolis & Pacific Railway has carried up to November 1, 1888, 365,868 bushels.

The Minneapolis & St. Louis has carried up to November 1, 1888, 186,585 bushels.

The Chicago, St. Paul, Minneapolis & Omaha 380,000.

Of live stock the same roads have carried out of Dakota:

The Chicago & Northwestern Railroad Company to October 31, 1888, 1,357 cars.

The Burlington, Cedar Rapids & Northern Railroad Company to December 1st, 1888, 185 cars.

The Northern Pacific Railroad Company July 1st to November 30, 616 cars.

The Chicago, Milwaukee & St. Paul Railroad Company to November 1, 1888, 1,070 cars.

The St. Paul, Minneapolis & Manitoba railway Company to November 1, 1888, 179 cars.

The Minneapolis & Pacific to November 1st, 1888, 165 cars.

The Minneapolis & St. Louis Railway Company to November 30, 1888, 86 cars.

LICENSED HOUSES.

Application for license and standard sample grades of grain have been received for the following elevators:

Owner.	Location.	Capacity.	Owner.	Location.	Capacity.
Cargill Bros.	Kindred.	25,000	Northwestern Elevator Co.	Straubville.	35,000
"	Addison.	40,000	"	Silver Leaf.	30,000
"	Durbin.	30,000	"	Hadley.	36,000
"	Everest.	40,000	"	Sioux Falls.	30,000
"	Fleming.	20,000	"	Vienna.	30,000
"	Ripon.	28,000	"	Osceola.	30,000
"	Erie.	35,000	"	Crescent Hill.	30,000
"	Hunter.	25,000	"	Milton.	30,000
"	Avr.	25,000	"	Cando.	30,000
"	Page.	35,000	"	South Shore.	40,000
"	Galesburg.	35,000	"	Watertown.	38,600
"	Clifford.	40,000	"	Arthur.	30,000
"	Roseville.	25,000	"	Larimore.	30,000
"	Portland.	40,000	"	Thompson.	30,000
"	Hatton.	35,000	"	Grafton.	52,000
"	Northwood.	35,000	"	Glasston.	35,000
"	Kempton.	45,000	"	Neeche.	35,000
"	Inkster.	25,000	"	Riverdale.	36,000
"	Conway.	25,000	"	Ellendale.	45,000
"	Park River.	25,000	"	Aberdeen.	35,000
"	Colgate.	20,000	Bismarck Elevator Co.	Bismarck.	100,000
"	Hope.	30,000	Park River Roller Mills.	Park River.	
"	Hobart.	25,000	Farmers' Elevator Co.	Mayville.	
"	Sanborn.	25,000	O. N. Ostrom.	Argusville.	25,000
"	Dacey.	25,000	"	Gardner.	25,000
"	Hannaford.	25,000	"	Kelso.	40,000
"	Cooperstown.	35,000	"	Buxton.	25,000
"	Spiritwood.	35,000	"	Merrifield.	25,000
"	Odell.	25,000	"	Glasston.	25,000
Northwestern Elevator Co.	Palisades.	30,000	D. & M. Folger.	Niagara.	30,000
"	Grover.	30,000	W. J. Hawk.	Buffalo.	2,000
"	Willow Lake.	30,000	Hillsboro Farmers' Elev. Co.	Arvilla.	30,000
"	Yale.	30,000	"	Bowsmont.	40,000
"	Edinburg.	30,000	"	Drayton.	37,000
"	Wolcott.	35,000	"	Bathgate.	35,000
"	Forestville.	30,000	"	Hamilton.	72,000
"	Walrath.	30,000	"	St. Thomas.	45,000
"	Blanchard.	40,000	Honey Bros.	Park River.	30,000
"	Grandin.	35,000	Manchester Farmers Shipping Association	Manchester.	
"	Ardock.	35,000	St. Anthony & Dak. Elev. Co.	Everest.	15,000
"	Auburn.	40,000	"	Howe's Siding.	15,000
"	Hamilton.	45,000	"	Hunter.	35,000
"	Brooklin.	30,000	"	Grand Harbor.	35,000
"	Guelph.	25,000	"	Mayville.	15,000
"	Putnam.	25,000	"	Portland.	15,000
"	Carson.	30,000	"	Galesburg.	20,000
"	Hazel.	30,000	"	Absaraka.	25,000
"	Bancroft.	30,000	"	Colgate.	20,000
"	Huron.	30,000	"	Mapes.	40,000
"	Osnabrock.	30,000	"	Bartlett.	15,000
"	Langdon.	30,000	"	Crary.	40,000
"	La Bolt.	35,000	"	Greenfield.	15,000
"	Barnesville.	38,000	"	Church's Ferry.	40,000
"	Everest.	30,000	"	Cando.	25,000
"	Hatton.	35,000	"	Edinburg.	25,000
"	Hillsboro.	30,000	"	Milton.	50,000
"	Minto.	45,000	"	Osnebrock.	25,000
"	St. Thomas.	30,000	"	Langdon.	25,000
"	Bathgate.	45,000			

LICENSED HOUSES—CONTINUED.

Owner.	Location.	Capacity.	Owner.	Location.	Capacity.
Minn. & North'n Elev. Co.	Johnson's	20,000	Duluth & Dakota Elev. Co.	New Rockford	50,000
"	Holy Cross	20,000	"	Cooperstown	50,000
"	Belmont	20,000	"	Sykeston	30,000
"	Forest Rivers	20,000	"	Minnewaukan	30,000
"	St. Andrews	20,000	"	Steele	30,000
"	Drayton	45,000	Brooks Bros.	Grand Forks	—
"	Acton	20,000	Northern Dakota Elev. Co.	Jamestown	—
"	Shannon	20,000	"	Milner	—
"	Anderson	20,000	"	Grand Forks	—
"	Lakota	65,000	"	Fargo	—
"	Crary	70,000	"	Mapleton	—
"	St. Johns	30,000	"	Valley City	—
"	Walle	20,000	"	Farmington	—
"	Fargo	100,000	"	Forest River	—
"	Harwood	60,000	"	Cashel	—
"	Argusville	35,000	Northern Pacific Elev. Co.	Fargo	65,000
"	Gardner	50,000	"	Mapleton	50,000
"	Grandin	60,000	"	Cassleton	70,000
"	Kelso	50,000	"	Wheatland	50,000
"	Hillshoro	70,000	"	Buffalo	70,000
"	Cummings	85,000	"	Tower City	50,000
"	Buxton	100,000	"	Oriska	25,000
"	Thompson	100,000	"	Valley City	75,000
"	Reynolds	95,000	"	Sanborn	60,000
"	Grand Forks	35,000	"	Eckelson	30,000
"	Ojata	25,000	"	Jamestown	60,000
"	Emnado	75,000	"	Edmunds	30,000
"	Arvilla	125,000	"	Pingree	35,000
"	Larimore	100,000	"	Montpelier	20,000
"	Nagara	45,000	"	Ypsilanti	20,000
"	Petersburg	80,000	"	Dawson	40,000
"	Michigan City	50,000	"	Sterling	20,000
"	Mapes	50,000	"	Melville	30,000
"	Devil's Lake	85,000	"	Carrington	30,000
"	Grand Harbor	45,000	"	New Rockford	40,000
"	McCanna	30,000	"	Oberon	35,000
"	Orrs	60,000	"	Minnewaukan	35,000
"	Inkster	60,000	"	Horace	30,000
"	Conway	60,000	"	Davenport	50,000
"	Pisek	60,000	"	Leonard	40,000
"	Park River	30,000	"	Wood	40,000
"	Manvel	65,000	"	Arthur	60,000
"	Ardock	95,000	"	Hunter	60,000
"	Minto	10,000	"	Huldon	45,000
"	Grafton	120,000	"	Batzville	30,000
"	Auburn	45,000	"	Lisbon	45,000
"	St. Thomas	100,000	"	Elliott	25,000
"	Glasston	80,000	"	Marshall	30,000
"	Hamilton	50,000	"	Verona	40,000
"	Bathgate	50,000	"	La Moure	45,000
"	Neeche	45,000	"	Berlin	40,000
"	Easton	20,000	"	Medberry	30,000
"	Caledonia	20,000	"	Edgelev	40,000
"	Bottineau	30,000	"	Grand Rapids	20,000
"	Willow City	25,000	"	Dicken	20,000
"	Edinburg	45,000	"	Blanchard	30,000
"	Milton	30,000	"	Mayville	30,000
"	Osnabrock	30,000	"	Hatton	40,000
"	Laurens	50,000	"	Wahpeton	30,000
"	Bartlett	30,000	"	Moorston	30,000
"	Cando	65,000	"	Wandmere	40,000
"	Bisbee	30,000	"	Delemere	20,000
Duluth & Dakota Elev. Co.	Horace	30,000	"	Milnor	30,000
"	Marshall	30,000	"	Meckinock	40,000
"	Elliott	30,000	"	Gilby	40,000
"	Lisbon	40,000	"	Forest River	40,000
"	Sheldon	30,000	"	Voss	30,000
"	Leonard	30,000	"	Grafton	40,000
"	Davenport	30,000	"	Cashel	40,000
"	Mapleton	30,000	"	Drayton	40,000
"	Wheatland	30,000	"	Joliet	30,000
"	Buffalo	30,000	"	Pittsburg	30,000
"	Oriska	30,000	Red River Valley Elev. Co.	Rolla	30,000
"	Valley City	50,000	"	Church's Ferry	70,000
"	Dazey	40,000	"	Devils Lake	30,000

LICENSED HOUSES—CONTINUED.

Owner	Location.	Capacity.	Owner.	Location.	Capacity.
Red River Valley Elev. Co.	Langdon.....	30,000	Red River Valley Elev. Co.	Northwood	40,000
"	Edinburg	30,000	"	Clifford	30,000
"	Park River	80,000	"	Hillsboro	40,000
"	Conway	48,000	"	Hope	20,000
"	Inkster	30,000	"	Hamilton	30,000
"	Orr	80,000	"	St. Thomas	30,000
"	McCanna	30,000	"	Auburn	30,000

UNLICENSED HOUSES.

Owner.	Location.	Capacity.	Owner.	Location.	Capacity.
B. L. Beans	Beans	25,000	A. F. Norrish	Hunter	6,000
J. W. Scott	Gilby	25,000	B. L. Hill	Greenfield	60,000
Farmers' Mutual Elev. Co.	Johnston	35,000	Emerson & Wilds	Blanchard	16,000
J. H. Jamson	Drayton	15,000	Field & Smith	"	16,000
Grandin Line	Fargo	30,000	S. S. Blanchard	"	20,000
G. H. Christian & Co.	Mapleton	30,000	Mayville Farm Co.	Mayville	65,000
Cars & Cheney	Mapleton	1,000	M. LaHart	Kempton	25,000
Eli Greene	Greene	50,000	Mann & LaHart	Erie	25,000
G. H. Christian	Dalrymple	62,000	H. Thompson	Portland	18,000
O. Dalrymple	Dalrymple	50,000	William Harveden	Ayr	30,000
G. H. Christian & Co.	Wheatland	30,000	Wahpeton Mill & Elevator.	Page City	10,000
R. A. Munger	Munger	32,000	Mann & LaHarte	"	25,000
R. N. Goodell	Buffalo	5,000	"	Hope	20,000
G. H. Christian & Co.	Buffalo	30,000	Thompson & Johnson	Fisher	30,000
John McDermott	Oriska	14,000	N. W. Elevator Co	"	38,000
G. H. Christian & Co.	Oriska	30,000	Emery Elevator	Emerado	40,000
"	Valley City	30,000	Roller Mills	Larimore	60,000
R. Elliott	Hobart	40,000	N. W. Elevator Co.	Niagara	50,000
"	Sanborn	45,000	J. P. Lamb & Co.	Michigan City	25,000
G. H. Christian & Co.	Steele	20,000	Patterson Elevator	"	20,000
S. G. Magill	Menoken	20,000	M. L. Williams	Lakota	8,000
Russell Milling Co.	Bismarck	40,000	N. Brass & Co.	"	44,000
G. H. Christian	Davenport	30,000	C. C. Hutchers	Bartlett	10,000
"	Leonard	40,000	C. Morse	Crarv	20,000
"	Sheldon	40,000	Farmers' Alliance	Devils Lake	80,000
D. H. Buttz	Buttzville	35,000	N. Brass & Co.	"	35,000
G. H. Christian	Lisbon	40,000	"	Grand Harbor	26,000
Norton Co.	Lisbon	15,000	S. C. Dalrymple	Gardner	4,000
G. H. Christian & Co.	Elliott	10,000	Rand & Brown	Gardner	75,000
"	Marshall	40,000	L. C. Stanford	Kelso	35,000
A. E. Dickey	Dickey	10,000	Grandin Elevator Co.	Alton	60,000
G. H. Christian & Co.	Dacey	30,000	Florence Mill Co.	Hillsboro	25,000
R. Elliott	Odell	35,000	Budd Reeve	Buxton	30,000
"	Hansford	10,000	Ramsden & Smirt	Buxton	7,000
Cooper	Cooperstown	45,000	Budd Reeve	Reynolds	35,000
G. H. Christian & Co.	New Rockford	30,000	N. Brass & Co.	Reynolds	35,000
J. W. Richter	Sheyenne	8,000	"	Thompson	30,000
Dwight Farm Co.	Farmington	25,000	J. H. Loren	Manville	12,000
A. J. Sawyer	Farmington	25,000	Little, Simons & Co.	Ardott	22,500
Adams Co.	Fairview	60,000	Farmers' Elevator Co.	Ardott	30,000
J. F. Downing	Downing	8,000	J. Anderson	Ardott	22,000
M. Butala	Moretown	5,000	Farmers' Warehouse	Minto	10,000
H. Moore	Moretown	25,000	G. & C. Mallman	Grafton	35,000
J. Rustad	Delamere	12,000	W. C. Leistikow	Grafton	28,000
Giddings Co.	Minor	8,000	Simons Elevator	Auburn	47,000
A. J. Sawyer	Minor	48,000	Florence Mill Co.	Auburn	28,000
Fargo Southern Elevator Co.	Fargo	25,000	M. & N. Strong	St. Thomas	30,000
Grandin Elevator Co.	Fargo	75,000	Florence Mill Co.	St. Thomas	45,000
T. L. French	Wahpeton	80,000	"	Bathgate	45,000
Dwight Farm Co.	Dwight	60,000	"	Hamilton	45,000
C. Olsen	Dwight	80,000	C. Crawford	Neche	10,000
Wm. Mathias	Colefax	12,000	Farmers' House	Fairmount	10,000
L. L. J. Fletcher	Kindred	40,000	D. S. Houghton	Houghton	10,000
G. H. Christian	Davenport	50,000	Kennedy, Lamb & Co.	Kennedy	15,000
Lech Bros	Addison	50,000	B. E. Sundberg	Kennedy	32,000
Clement Smith	Durbin	10,000	J. Matherson	Langdon	30,000
Mt. Vernon Elevator Co.	Everest	10,000	Grandon Elevator	Mayville	25,000
H. Dalrymple	Amenia	25,000	N. Brass & Co.	Langdon	30,000
W. W. Beard & Son	Hunter	20,000	Bush Elevator	Port Armour	2,000

UNLICENSED HOUSES—CONTINUED.

Owner.	Location.	Capacity.	Owner.	Location.	Capacity.
Archer & Howe.....	DeSmet.....	9,000	J. Cuthbertson.....	St. Lawrence..	10,000
".....	Manchester.....	12,000	Dyar & Co.....	St. Lawrence..	10,000
".....	Cavour.....	8,000	Irwin & Co.....	Blunt.....	10,000
".....	Iroquois.....	8,000	".....	Highmore.....	6,000
".....	Beresford.....	8,000	C. & J. Fetmer.....	Canistota.....	4,000
".....	Hurley.....	8,000	E. G. Burgess.....	Hitchcock.....	8,000
".....	Parker.....	8,000	J. Doughady.....	Wallonda.....	8,000
".....	Canistota.....	4,000	".....	Boelyn.....	5,800
".....	Canova.....	7,000	Granger & Cox.....	Wallonda.....	8,000
".....	Carthage.....	9,000	Gilfray & Co.....	Columbia.....	1,500
".....	Esmond.....	10,000	C. A. Conklin.....	Clark.....	12,000
".....	Yankton.....	5,000	Anderson & Co.....	Clark.....	12,000
".....	Hitchcock.....	10,000	Bascomb & Co.....	Clark.....	5,000
".....	Athol.....	10,000	Tabor & Baldwin.....	Clark.....	6,000
".....	Northville.....	12,000	J. Pettijohn.....	Gary.....	2,000
".....	Mansfield.....	10,000	M. W. Murphy.....	Goodwin.....	9,000
".....	Rudolph.....	8,000	C. J. Spencer.....	Watertown.....	25,000
".....	Esteline.....	8,000	Lovell & Co.....	St. Lawrence..	80,000
".....	Castlewood.....	11,000	J. C. Perry.....	Wessington.....	18,000
".....	Henry.....	15,000	Huron Mill Co.....	Huron.....	15,000
".....	Clark.....	14,000	Elliott & Beck.....	Centerville.....	10,000
".....	Raymond.....	10,000	Coughlin & Lyon.....	Carthage.....	12,000
".....	Doland.....	10,000	Jones & Co.....	Canova.....	13,000
".....	Turton.....	15,000	A. W. Page.....	Broadland.....	8,000
".....	Condee.....	12,000	McCarthy Bros.....	Hitchcock.....	7,000
".....	Groton.....	25,000	Farrell, Law & Co.....	Grandon.....	8,000
".....	Frankfort.....	5,000	J. Chesebro.....	Athol.....	8,000
".....	Salem.....	8,000	Brumdict & Co.....	Kampeska.....	9,600
S. H. Addison.....	Watertown.....	1,000	Murray & Co.....	Clark.....	12,000
Allison & Van Epps.....	Brookings.....	10,000	".....	Verdon.....	20,000
Arnold & Co.....	Huron.....	25,000	Marfields & Co.....	Turton.....	20,000
".....	Wolsey.....	15,000	Turney.....	Turney.....	24,000
".....	Wessington.....	16,000	".....	Condee.....	20,000
".....	Miller.....	175,000	".....	Verdon.....	90,000
".....	Ree Heights.....	8,000	".....	Groton.....	25,000
".....	Highmore.....	10,000	".....	Zell.....	8,000
".....	Harrold.....	10,000	".....	Rockham.....	18,000
".....	Blunt.....	15,000	".....	Miranda.....	18,000
".....	Canning.....	7,000	".....	Faulton.....	15,000
".....	East Pierre.....	25,000	".....	Berkmere.....	14,000
".....	Pierre.....	5,000	".....	Seneca.....	4,000
W. G. Gooding.....	Brookings.....	55,000	Marfield & Co.....	Lebanon.....	20,000
Conkey & Co.....	Wessington.....	17,000	".....	Gettysburg.....	28,000
Dyer, Ingram & Co.....	Arlington.....	12,000	C. W. Seefield.....	Elkton.....	10,000
".....	Manchester.....	12,000	".....	Arlington.....	15,000
".....	Cavour.....	8,000	".....	Felton.....	15,000
".....	Bramhall.....	8,000	".....	Lake Preston.....	7,000
".....	Blunt.....	8,000	".....	DeSmet.....	8,000
".....	Esmond.....	10,000	".....	Manchester.....	10,000
".....	Mansfield.....	10,000	".....	Iroquois.....	9,000
".....	Bruce.....	8,000	".....	Cavour.....	8,000
".....	Esteline.....	10,000	".....	Wolsey.....	10,000
".....	Henry.....	15,000	D. J. Spaulding.....	Dempster.....	12,000
".....	Turton.....	28,000	Shadza & Co.....	Beresford.....	5,000
".....	Aurora.....	50,000	Stoner & Stoner.....	Iroquois.....	12,000
".....	Condee.....	20,000	O. A. Smith.....	Miller.....	20,000
".....	Verdon.....	20,000	Porter Milling Co.....	Gary.....	25,000
".....	Finney.....	18,000	".....	Altamot.....	18,500
Farmers' Produce Co.....	Gary.....	10,000	".....	Cransberg.....	12,000
Farmers' Alliance.....	Volga.....	12,000	".....	Watertown.....	5,000
Farmers' Association.....	Arlington.....	12,000	".....	Redfield.....	20,000
".....	Lake Preston.....	7,000	".....	Athol.....	15,000
".....	DeSmet.....	9,000	".....	Northville.....	20,000
".....	Manchester.....	10,000	".....	Mansfield.....	12,000
Farmers' Alliance.....	Vilas.....	5,000	".....	Aberdeen.....	15,000
Farmers' Elevator Co.....	Redfield.....	20,000	".....	Columbia.....	15,000
".....	Northville.....	15,000	".....	Castlewood.....	10,000
".....	Raymond.....	5,000	".....	Appleby.....	8,000
".....	Doland.....	15,000	".....	Kampeska.....	8,000
".....	Frankfort.....	12,000	Porter Milling Co.....	Henry.....	18,000
J. W. Farnsworth.....	Hurley.....	25,000	".....	Elrod.....	18,000
E. A. Buck.....	Faulton.....	15,000	".....	Clark.....	14,000
Alliance Co.....	Watertown.....	10,000	".....	Raymond.....	20,000
B. F. Ives.....	St. Lawrence..	1,000	".....	Doland.....	12,000
".....	St. Lawrence..	10,000	".....	Frankfort.....	6,000

UNLICENSED HOUSES—CONTINUED.

Owner.	Location.	Capacity.	Owner.	Location.	Capacity.
Trumbull	Centerville	10,000	Winona Mill Co.	Castlewood	13,000
Lord & Powell	Hurley	8,000	"	Raymond	25,000
"	Parker	30,000	"	Doland	15,000
"	Warrington	10,000	"	Frankfort	8,000
"	Salem	8,000	"	Zell	8,000
"	Canova	7,000	"	Rockham	8,000
"	Vilas	5,000	"	Miranda	15,000
"	St. Mary's	10,000	"	Faulkton	15,000
"	Carthage	8,000	"	Berkmere	75,000
"	Esmond	8,000	"	Seneca	4,000
Robinson & Mary	Groton	20,000	"	Hecla	18,000
N. P. Reed	Henry	8,000	"	Lebanon	5,000
Van Dusen & Co	Watertown	45,000	"	Gettysburg	10,000
"	Elkton	10,000	S. Waters	Bruce	8,000
"	Brookings	30,000	Whetten & Co.	Hecla	20,000
"	Volga	30,000	G. H. Carpenter	Sioux Falls	5,000
"	Arlington	30,000	"	Springdale	3,000
"	De Smet	20,000	Kline Buell	Clear Lake	8,000
"	Manchester	10,000	S. H. Addison	Watertown	3,000
"	Iroquois	20,000	W. G. Gooding	Elkton	12,000
"	Cavour	12,000	Bushnell	Bushnell	8,000
"	Broadland	15,000	"	White	15,000
"	Hitchcock	25,000	"	Palmer	4,000
"	Grandon	16,000	Baker & Co.	White	7,000
"	Redfield	20,000	Finch & Hayward	Elkton	14,000
"	Athol	30,000	"	Bushnell	7,000
"	Northville	27,000	"	White	75,000
"	Rudolph	8,000	"	Turton	10,000
"	Aberdeen	10,000	"	Clear Lake	5,000
"	Ordway	18,000	"	Palmer	4,000
"	Columbia	12,000	Farmers' Alliance	White	7,000
"	Holton	25,000	Dolson & Steves	White	2,000
"	Hecla	20,000	H. E. Hanson	Turton	8,000
"	Ludden	40,000	J. W. Jensen	Turton	10,000
"	Bruce	10,000	W. H. Hayes	Clear Lake	1,000
"	Estelline	15,000	H. S. Murphy	Elkton	12,000
"	Estelline	5,000	Osborn & McMillan	Torman	10,000
"	Dempster	15,000	"	Towanda	10,000
"	Castlewood	18,000	"	Nicholson	10,000
"	Henry	20,000	"	Clement	10,000
"	Clark	30,000	"	Hankinson	5,000
"	Raymond	25,000	"	Lecherwood	10,000
"	Doland	30,000	"	Ransom	10,000
"	Turton	25,000	Pratt & Porter	Perry	12,000
"	Condee	12,000	"	Torman	25,000
"	Verdon	30,000	"	Towanda	12,000
"	Frankfort	20,000	"	Nicholson	12,000
Stokes Bros.	Watertown	35,000	"	Babcock	12,000
"	Kampeska	14,000	"	Oakes	25,000
Walkup & Co.	Watertown	5,000	"	Boynon	25,000
"	Aberdeen	2,000	"	Fairmont	25,000
C. D. Hudgeson	Lake Preston	25,000	"	Oswald	12,000
Winona Mill Co	Aurora	10,000	"	Hankinson	25,000
"	Brookings	12,000	"	Stiles	12,000
"	Volga	18,000	"	Ledgerwood	25,000
"	Arlington	15,000	"	Alisha	12,000
"	Lake Preston	10,000	"	Ransom	12,000
"	De Smet	12,000	F. H. Peavey & Co	Valley Springs	10,000
"	Iroquois	9,000	"	Montrose	5,000
"	Cavour	11,000	"	Salem	9,000
"	Huron	10,000	"	Spencer	10,000
"	Miller	9,000	"	Hartford	6,000
"	Ree Hights	5,000	B. F. Roderick	Valley Springs	12,000
"	Blunt	7,000	"	Sioux Falls	45,000
"	Broadland	6,000	"	Hartford	5,000
"	Hitchcock	7,000	"	Salem	9,000
"	Grandon	12,000	Thompson Bros.	Spencer	10,000
"	Redfield	10,000	"	Fulton	10,000
"	Mansfield	10,000	"	Mitchell	10,000
"	Columbia	15,000	Jacob Jacobsen	Spencer	5,000
"	Holton	19,000	"	Mitchell	6,000
"	Ludden	25,000	W. B. Kenny	Valley Springs	5,000
"	Oakes	18,000	C. Podding	Valley Springs	4,000
"	Estelline	8,000	Wright & Patterson	Valley Springs	25,000
"	Dempster	15,000	Kellogg & McDougal	Valley Springs	22,000

UNLICENSED HOUSES—CONTINUED.

Owner.	Location.	Capacity.	Owner.	Location.	Capacity.
A. A. Grinnell	Brandon	5,000	Bassett, Hunting & Co.	Alexandria	9,000
W. J. Jones	Brandon	5,000	Farmer's Elevator Co.	Warner	20,000
N. J. Roland	Brandon	5,000	"	Woonsocket	5,000
A. G. Senny	Sioux Falls	6,000	"	Letcher	5,000
C., St. P., M. & O. Ry.	Sioux Falls	65,000	"	White Rock	8,000
Queen Bee Mill Co.	Sioux Falls	80,000	"	Plankinton	25,000
J. F. Todd	Montrose	4,000	"	White Lake	7,000
Lord & Powell	Salem	9,000	"	Woonsocket	7,000
Miller & Blackburn	Salem	3,000	"	Webster	10,000
J. R. White	Mitchell	2,500	Farmers' Alliance	Mount Vernon	15,000
Bagley & Gargill	Wanbay	8,000	"	Eagan	10,000
"	Webster	12,000	"	Wentworth	7,000
"	Bristol	5,000	"	Mapleton	9,000
"	Andover	25,000	"	Keyes	14,000
"	Groton	18,000	Hodges & Hyde	Woonsocket	10,000
"	Bath	15,000	"	Fargo	10,000
"	Aberdeen	25,000	"	Saunders	1,500
"	Ipswich	8,000	"	Wild Rice	15,000
"	Minor	8,000	"	Hickson	35,000
"	Woonsocket	8,000	"	Christine	40,000
"	Roscoe	6,000	"	Abercrombie	40,000
W. W. Gargill	Webster	18,000	"	Woodhull	15,000
"	Flandreau	18,000	"	Wahpeton	15,000
"	Flandreau	8,000	"	Tyler	15,000
"	Eagan	14,000	"	Sewell	40,000
"	Coleman	6,000	"	White Rock	15,000
"	Wentworth	28,000	"	Wheaton	40,000
"	Madison	18,000	"	Durmont	15,000
"	Madison	12,000	"	Graceville	40,000
"	Winfield	12,000	"	Clinton	15,000
"	Howard	25,000	"	Flandreau	8,000
"	Roswell	5,000	"	Eagan	14,000
Gargill Bros	Dell Rapids	18,000	"	Coleman	18,000
"	Dell Rapids	15,000	"	Wentworth	15,000
"	Coleman	7,000	"	Madison	17,000
Bassett, Hunting & Co	Ellendale	30,000	"	Madison	12,000
"	Frederick	18,000	"	Winfield	7,000
"	Westport	18,000	"	Howard	15,000
"	Warner	18,000	"	Bosswell	5,000
"	Warner	30,000	"	Diana	12,000
"	Ashton	20,000	"	Forestburg	12,000
"	Tulare	18,000	"	Dell Rapids	18,000
"	Bonilla	18,000	Ashton Elevator Co.	Ashton	20,000
"	Wolsey	18,000	Amos & Archibald	Frederick	6,000
"	Virgil	18,000	H. W. Pratt & Co	Corona	20,000
"	Alpena	18,000	"	Wilmot	35,000
"	Woonsocket	18,000	"	Waubay	6,000
"	Canton Jct.	10,000	"	Webster	30,000
"	Lennox	12,000	"	Bristol	38,000
"	Parker	5,000	"	Andover	30,000
"	Freeman	4,000	"	Groton	46,000
"	Menno	10,000	"	Aberdeen	25,000
"	Scotland	4,500	"	Ipswich	12,000
"	Tyndall	12,000	"	Ellendale	35,000
"	Springfield	5,000	"	Frederick	6,000
"	Bridgewater	12,000	"	Warner	15,000
"	Emery	5,500	"	Warner	10,000
"	Mitchell	4,000	"	Ashton	10,000
"	Mount Vernon	2,500	"	Redfield	10,000
"	Plankinton	30,000	"	Tulare	10,000
"	White Lake	18,000	"	Wolsey	10,000
"	Kimball	20,000	"	Milbank	35,000
"	Tripp	10,000	Pratt & Porter	Bath	30,000
"	Parkston	10,000	"	Bristol	30,000
"	Ethan	10,000	"	Ashton	5,000
"	Delmont	10,000	"	Britton	20,000
"	Armour	10,000	"	Sargent	20,000
"	Yankton	15,000	"	Monango	12,000
"	Lusterville	10,000	"	Eureka	15,000
"	Eden	5,000	"	Monango	12,000
"	Sioux Falls	20,000	D. R. Putnam	Bath	15,000
"	Marion Jct.	8,500	"	Groton	12,000
"	Lennox	8,000	"	Minor	12,000
"	Menno	7,000	"	Ipswich	5,000
"	Scotland	7,000	"	Ellendale	20,000

UNLICENSED HOUSES—CONTINUED.

Owner.	Location.	Capacity.	Owner.	Location.	Capacity.
D. R. Putman	Frederick	15,900	Dakota Farmers' Elev. Co.	Fremantle	10,000
"	Westport	12,000	J. H. Swanton	Menno	3,000
"	Warner	12,000	Dakota Elevator Co.	Scotland	12,000
"	Warner	12,000	Roscoe Torry	Scotland	6,000
"	Redfield	10,000	A. Van Sommers	Tyndall	10,000
"	Tulare	15,000	C. H. Thomas	Alexandria	5,000
"	Wolsey	15,000	J. D. Barton	Mount Vernon	3,000
"	Virgil	15,000	Coombs & Kinsman	White Lake	7,000
"	Alpena	15,000	Lockwood & Hunting	Pukwana	11,000
"	Woonsocket	7,000	Hunting & Co.	Chamberlain	5,000
"	Worthing	4,000	A. T. McMichael	Tripp	10,000
"	Lennox	10,000	"	Parkston	10,000
"	Parker	5,000	"	Ethan	10,000
"	Marion Jct.	4,500	"	Delmont	10,000
"	Gremar	4,000	"	Armour	10,000
"	Menno	10,000	"	White Lake	12,000
"	Scotland	11,000	J. H. Dickson	Tripp	10,000
"	Tyndall	1,000	"	Parkston	10,000
"	Springfield	4,000	"	Delmont	6,000
"	Bridgewater	14,000	"	Lesterville	5,000
"	Emery	1,000	H. J. Austin	Vermillion	15,000
"	Alexandria	12,000	Collar & Bond	Vermillion	12,000
"	Mitchell	16,000	A. H. Lathrop	Vermillion	10,000
"	Mount Vernon	8,000	Wilcox & Williams	Yankton	80,000
"	Plankinton	15,000	J. C. Wenzloff	Yankton	8,000
"	White Lake	11,000	Excelsior Mill Co.	Yankton	20,000
"	Kimball	12,000	Wilcox & Williams	Lesterville	10,000
"	Pukwana	18,500	M. W. Sheafe	Elk Point	15,000
"	Lesterville	8,000	Begg & Caton	Elk Point	15,000
"	Letcher	10,000	Bradley & Co.	Eden	2,500
George Toleston	Big Stone	20,000	William Van Epps	Sioux Falls	5,000
Murphy & Tortain	Big Stone	10,000	"	Keyes	5,000
E. C. Dodge & Co.	Milbank	47,000	Cusick & Andrews	Burbank	5,000
E. D. Ely	Milbank	20,000	C. W. Taylor	Meckling	4,500
A. C. Dodge & Co.	Willmot	20,000	J. Bagstack	Gayville	2,500
A. E. Fuller	Sidney	4,000	Barnes & Logan	Canton	20,000
Strong & Miller	Webster	10,000	J. N. Grading	Forestburg	4,500
Warner Elevator Co.	Warner	80,000	Lightner & Bickelhaupt	Hillsview	10,000
Tulare Elevator Co.	Tulare	15,000	Dell Rapids Elevator Co.	Dell Rapids	25,000
J. W. Johnson	Alpena	15,000	Strong & Miller	Webster	25,000
W. T. Montgomery	Montgomery	10,000	J. B. A. Kern & Son	Pierpoint	15,000
Welch & Arbogast	Graceville	8,000	Marshall Shipping Co.	Britton	8,000
Thomas & Kunholt	Wheaton	10,000	C. M. Fowber	Britton	10,000
Theo. Hanson	Christine	20,000	P. C. Hoyle & Co.	Newark	10,000
J. Randolph	Spottswood	2,000	C. A. Pillsbury & Co.	Brampton	10,000
G. W. Chle & Co.	Newark	35,000	J. B. Smith	Harlem	5,000
"	Harlem	35,000	S. W. Sheffield	Wild Rice	20,000
F. E. Minor	Flandreau	5,000	C. H. Colger	Wheaton	10,000
Lake County Grain Ass'n	Madison	7,000	M. A. Zampel	Durmott	6,000
Gold Bros.	Howard	12,000	Fargo & Southern Elev. Co.	Pierpont	15,000
Williams & Co.	Diana	12,000	"	Spain	10,000
M. C. Theisin & Co.	Diana	12,000	St. Alof Mill Co.	Keyes	7,000
W. B. Waite	Lennox	10,000	Farmers' Alliance	Erwin	21,000
C. H. Thomas	Parker	5,000	Farmers' Exchange	Webster	10,000
"	Marion Jct	2,500	Twenty others 12,000 bushels each		240,000

Permission given to twenty other houses at different points on this line not completed when report was given; capacity 12,000 bushels of wheat.

GRAIN AND WAREHOUSE LAW.

AN ACT To Regulate Grain Warehouses, and the Inspection, Weighing and Handling of Grain and Defining the Duties of the Railroad and Warehouse Commission in Relation thereto.

Be it Enacted by the Legislative Assembly of the Territory of Dakota:


SECTION 1. That the duties imposed by the provisions of this act, and the powers conferred herein, shall devolve upon the Railroad Commissioners created by chapter 126 of the General laws of the Sixteenth Legislative assembly.

SEC. 2. That it shall be the duty of the Railroad Commissioners of the Territory of Dakota to supervise the handling, inspection, weighing, grading and storage of grain and seeds; to establish all necessary rules and regulations for the weighing and inspection of grain, and for the management of the public warehouses of the territory, as far as such rules and regulations may be necessary to enforce the provisions of this act or any law of this territory in regard to the same, to investigate all complaints of fraud or oppression in the grain trade of this territory, and to correct the same as far as it may be in their power.

SEC. 3. That the rules and regulations so established shall be printed and published by said Railroad Commissioners in such manner as to give the greatest publicity thereto, and the same shall be in force and effect until they shall be changed or abrogated by said Commissioners in a like public manner.

SEC. 4. That all elevators or warehouses in this territory in which grain is stored for a compensation are hereby declared to be public warehouses.

SEC. 5. That it shall not be lawful for the proprietor, lessee or manager of any warehouse or elevator mentioned in section four of this act, to transact any business until a license has been procured from the Railroad Commissioners, permitting such proprietor, lessee or manager to transact business as a public warehouseman, under the laws of this territory, which license shall be issued by the Railroad Commissioners upon a written application, which shall set forth the location and name and capacity of such elevator or warehouse, and the individual name of each person interested as owner or principal in the management of the same; or if the elevator or warehouse be owned or managed by a corporation, the names of the president, secretary and treasurer of such corporation shall be stated, and the said license shall give authority to carry on and conduct the business of a public warehouse, in accordance with the laws of this territory; *Provided*, That it shall be unlawful for any warehouseman, company or corporation engaged in purchase and storage of grain subject to the provisions of this act to enter into any contract, agreement



or combination with any other such warehouseman, company or corporation for pooling in the purchase and storage of grain by different and competing warehousemen, companies or corporations to divide between them the aggregate or net proceeds of margins or profits resulting from their said business as warehousemen, or any portion thereof, and in any case of such contract, agreement or combination for such pooling of their said business as warehousemen, each day of its continuance shall be deemed a separate offense. Any violation of this section shall, on conviction, be subject to a fine of not less than two hundred dollars for each offense.

X
Sec. 6. That the person, association or corporation receiving license as herein provided, shall file with the Commissioners granting the same a bond to the territory of Dakota, with good and sufficient sureties, in the penal sum of not less than \$2,000 nor more than \$50,000 for each and every elevator operated, proportioned to the capacity of the elevators or warehouses in the discretion of said Commissioners, for each license so granted, conditioned for the faithful performance of duty as a public warehouseman, and a full and unreserved compliance with all the laws of this territory in relation thereto. A fee of \$1 shall be paid for each license by the person, association or corporation applying for the same.

X
Sec. 7. That any person, association or corporation who shall transact the business of public warehouseman without first procuring license as herein provided, shall, on conviction, be fined a sum not less than \$100 for each and every day such business is carried on. Every such license shall expire on the first day of August next following the issuance thereof.

Sec. 8. All owners of such elevators and warehouses so licensed shall upon the request of any person delivering grain at such warehouse, give a warehouse receipt therefor, subject to the owner or consignee, which receipt shall bear date corresponding with the receipt of the grain, and shall state upon its face the quality and grade fixed upon the same. All warehouse receipts issued for grain received shall be consecutively numbered, and no two receipts bearing the same number and series shall be issued during the same year. No warehouse receipt shall be issued except upon actual delivery of grain into such warehouse. No such warehousemen shall insert into any warehouse receipt issued by him any language in anywise limiting or modifying his liability as imposed by the laws of this territory.

Sec. 9. On the return of any warehouse receipt properly endorsed, and the tender of all proper charges upon the property represented by it, such grain, or any equal quality of the same grade, shall be immediately delivered to the holder of such receipt as rapidly as due diligence, care and prudence will justify. Nothing in this section shall be construed to mean the delivery of the identical grain specified in the receipt so presented, but an equal amount of the same grade, and if the grain so delivered has not been cleaned by said warehouseman, there shall be added to the amount so delivered the amount originally deducted from the grain stored, for dirt, which amount shall also be delivered; and when such grain is to be shipped to some terminal point where such elevator company or warehouseman is then doing business, such elevator company or warehouseman shall guarantee both weight and grade.

Sec. 10. That every owner or manager of such warehouse, at such times as the Commissioners shall require, shall furnish to the Commissioners in

writing, under oath, a statement of the condition and management of his business as such warehouseman. Such report shall show the total number of bushels of each kind and grade of grain in store, and the number delivered out, and the number remaining in store at the date of the report. But no warehouseman shall be required to weigh the grain on hand more than once in each year, and the warehouseman shall, in addition to the statements herein, be required to furnish to the Commissioners any other information regarding the business of his warehouse, which the Commissioners may require.

SEC. 11. The Commissioners shall cause every warehouse and the business thereof and the mode of conducting the same to be inspected at such times as the Commission may order by one or more members of the Commission, who shall report in writing to the Commissioners the result of such examination; and the property, books, records, accounts, papers and proceedings kept at each warehouse so far as they relate to their condition, operation or management, shall, at all times during business hours be subject to the examination and inspection of such Commissioners.

SEC. 12. The Railroad Commissioners shall, before the first day of September in each year, establish a grade for all kinds of grain bought or handled by any elevator or warehouse in this territory, which shall be known as "Dakota Grades," but which shall not differ from grades in the state of Minnesota, and the grades so established shall be printed and published in the manner required by section five of this act. *Provided*, That no such publication shall be necessary except when changes are made in such grades, and when the changes so made, only, shall be published.

SEC. 13. All moneys collected by the Railroad Commissioners as herein provided for, shall be paid into the territorial treasury.

SEC. 14. It shall be the duty of the Treasurer of the Territory of Dakota to receive all moneys aforesaid, and all fines and penalties collected by virtue of this act, and to keep a separate account of the same, and pay the same on the order of the Railroad Commissioners, and not otherwise.

SEC. 15. Each warehouseman shall procure from the Commissioners, and shall at all times keep in a conspicuous place in his warehouse, a sample of each of the existing grades of grain established by the Commissioners, which are handled or stored in such warehouse. No warehouseman or other person shall fraudulently change such samples or grades.

SEC. 16. Upon the delivery of grain from store upon any receipt, such receipt shall be plainly marked across its face the word "canceled," and shall thereafter be void, and shall not again be put in circulation, nor shall grain be delivered twice upon the same receipt. No warehouse receipt shall be issued except upon actual delivery of grain into store in the warehouse from which it purports to be issued, and which is to be represented by the receipts, nor shall any receipt be issued for a greater quantity of grain than was contained in the lot or parcel stated to have been received; nor shall more than one receipt be issued for the same lot of grain, except in cases where receipt for part of a lot is desired, and then the aggregate receipts for a particular lot shall cover that lot and no more. In cases where a part of the grain represented by the receipt is delivered out of store and the remainder is left, a new receipt may be issued for such remainder, but the new receipt shall bear the same date

as the original, and shall state on the face that it is balance of receipt of the original number, and the receipt upon which a part has been delivered shall be canceled in the same manner as if it had all been delivered. In case it be desirable to divide one receipt into two or more, or in case it be desirable to consolidate two or more receipts into one, and the warehouseman consents thereto, the original receipt shall be canceled the same as if the grain had been delivered from store, and the new receipts shall express on their face that they are a part of another receipt or a consolidation of other receipts as the case may be; and the numbers of the original receipts shall also appear upon the new ones issued, as explanatory of the change; but no consolidation of receipts of dates differing more than ten (10) days shall be permitted, and all new receipts issued for old ones canceled as herein provided, shall bear the same date as those originally issued as near as may be.

SEC. 17. Every warehouseman of public warehouses shall be required during the first week in September of each year to publish in one of the newspapers (daily, if there be such) published in the city or village in which said warehouse is situated, a table or schedule of rates for the storage of grain in his warehouse during the ensuing year, which rates shall not be increased during the year, and he shall cause the same to be plainly printed on the warehouse receipts or tickets, and such published rates or any published reduction of them, shall apply to all grain received into such warehouse from any person or source. The charges for storage and handling shall in all cases be equal and just, and shall be approved by the Board of Railroad Commissioners before going into effect, and shall not exceed the usual charges heretofore existing.

SEC. 18. The Attorney General of the Territory shall be ex-officio attorney for the Railroad Commissioners, and shall give them such counsel and advice as they may from time to time require, and he shall institute and prosecute any and all suits which said Railroad Commissioners may deem expedient and proper to institute, and he shall render to such Railroad Commissioners all counsel, advice and assistance necessary to carry out the provisions of this act, or any law of this Territory which said Commissioners are required to enforce according to the true intent and meaning thereof. In all criminal prosecutions against a warehouseman for the violation of any of the provisions of this act, it shall be the duty of the district attorney of the county in which such prosecution is brought to prosecute the same to a final issue.

SEC. 19. All official bonds required to be given by any person, company or corporation, pursuant to the provisions of this act, shall be filed in the office of the Auditor of the Territory of Dakota, and suit may be brought thereon in any court having jurisdiction thereof, for the use of any person or persons complaining of having sustained any injury by reason of a violation of the conditions thereof.

SEC. 20. It shall be unlawful for any proprietor, lessee or manager of any public warehouse to enter into any contract, agreement, understanding or combination with any railroad company or any corporation, or with any individual or individuals by which the property of any person is to be delivered to any public warehouse for storage or for any other purpose, contrary to the direction of the owner, his agent or consignee. Each warehouseman shall also keep posted at all times in a conspicuous place in his warehouse, a printed copy of the schedule of grades established by the Commissioners, and a printed copy

of this act and of the rules and regulations for the management of warehouses established by the Commissioners, to be furnished by the Railroad Commissioners.

SEC. 21. That any person, association or corporation or any representative thereof, who shall knowingly cheat or falsely weigh any wheat or other agricultural products, or who shall violate the provisions of any section of this act, or who shall do or perform any act or thing therein forbidden, or who shall fail to do and keep the requirements as herein provided, shall, on conviction thereof, be subject to a fine of not less than one hundred dollars nor more than one thousand dollars, and be liable in addition thereto to imprisonment for not more than one year in the territorial prison at the discretion of the court,

SEC. 22. This act shall take effect and be in force from and after July 1, 1887.

Approved March 11, 1887.

WHEAT BLOCKADES.

In speaking of the system of handling and shipping grain the commission can do no better at this time than to quote from its last annual report, issued immediately after the immense wheat blockade of 1887 and after the adjournment of the last legislative assembly. The commission then said:

"One of the greatest sources of complaint is the system of handling and shipping grain, and owing to the exceedingly large crop of wheat in Dakota in 1887, as already shown by facts and figures, the demand for cars to market the grain has been unprecedented. During the six weeks following the close of harvest the Commissioners were kept traveling and corresponding on this subject, answering complaints, investigating the same and negotiating with the railroad companies for relief. It has been extremely difficult for the Commission to attend to all the calls made upon it, but it is gratifying to know that the great majority of cases were given careful attention and were satisfactorily adjusted. All in turn, or as nearly so as the work of the Commission and the location of the complainants would permit, were responded to and given at least temporary relief.

"The commission urged the several superintendents to forward cars to stations as called for, but the superintendents on the northern and central lines where the crop was enormous, found the demand so great that they were disposed to give up in despair. On the Manitoba road it seemed impossible to raise the blockade. All the elevators were full, the streets of every town

and station were crowded with wagons loaded with wheat, and grain was actually piled upon the ground in the streets around the elevators in thousands of bushels. And this, notwithstanding the fact that the grain cars were kept moving night and day.

"At this juncture the Commissioners visited St. Paul to interview General Manager Manvel of the Manitoba. They laid the case before Mr. Manvel in detail, quoting some of the appeals from farmers and others for immediate relief. The farmers being unable to market their grain were also unable to pay their bills or purchase fuel and clothing necessary for the comfort of their families, and in many cases their entire crop was exposed to the elements.

"Petitions embodying the above complaints were presented, and after the matter had been laid before Mr. Manvel he assured the Commissioners that he would in five days call in all cars belonging to the company and send them, together with all cars that he could charter from other roads, to the various towns and farmers needing relief on his line in Dakota. In doing this he reserved only what cars were necessary (400 or 500) for shipping outgoing freight from St. Paul, Minneapolis and Duluth.

"The Commissioners must say that he kept his promise faithfully, but notwithstanding the large number furnished—nearly five thousand cars—we found a difficulty in other quarters, i. e., at the terminal points where cars arrived in such numbers as to make it impossible to unload them fast enough to avert a blockade.

"This case with the Manitoba road is also true of the Northern Pacific, Chicago & Northwestern and the Chicago, Milwaukee & St. Paul roads, which responded to the call of the commission with equal promptness. In the case of the roads in southern Dakota where the farming is diversified the serious difficulty was not experienced. A trip over the Jamestown Northern branch of the Northern Pacific road in November was made in answer to complaints from farmers, and it was found in several instances the threshers had been compelled to cease work, and wheat was lying in heaps upon the ground awaiting cars. Relief was given immediately upon request of the commission, and for a time the farmers were happy.

THE WHEAT BLOCADÉ AT ST. THOMAS.

"Early in the shipping season citizens of St. Thomas complained that they could not secure cars for the shipment of grain and that all freight was being blocked; that the Manitoba gave them only a tri-weekly freight train, and that unless relief could be granted at once the business and agricultural interests of the community would suffer disastrously. The case was immediately brought to the notice of the Manitoba officials with the request that the matter be adjusted at once. The following letter was received in reply:

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY COMPANY,
GENERAL MANAGER'S OFFICE.
ST. PAUL, MINN., October 10, 1887.

Messrs. The Board of Railroad and Warehouse Commissioners of Dakota.

GENTLEMEN: I am in receipt of yours of the 6th inst. Of course, you are aware of the demand for the cars that now exists, and the difficulty we have in supplying all the calls made upon us. The section to which you refer is suffering somewhat with the rest, but we are doing all we can. We have to-day over 1,300 cars on the St. Paul & Duluth road, and this year, as last, owing to the large volume that comes into the terminal points, there is more or less delay in getting rid of it. The delay, perhaps, this year is somewhat worse than usual, owing to the fact that considerable of the wheat comes in out of condition and is held for re-inspection. I think I am quite safe to say that there is no truth in the assertion that there is any delay to west-bound business. There might occasionally be a car that gets side-tracked, but with the present demand for cars everyone is fully alive to the fact that cars must be hurried forward and unloaded as promptly as possible.

As to the statement that there is only a tri-weekly freight train: Our train sheet shows that there has been a train each way almost daily, and we are running as many trains as are necessary to get the cars around as quickly as possible. I assure you we shall do everything that lies in our power to keep all stations supplied, but the difficulty is, it is desired to remove the crop bodily within so short a period of time that it is beyond the power of the company to get cars for terminal points fast enough to meet the demand.

Yours truly,

A. MANVEL,
General Manager.

"This case is published as an illustration of hundreds that have been received. While it was true that the people in the vicinity of St. Thomas needed cars, it also appeared that the system of marketing grain was in a great degree responsible. The response which the companies made to the demand of the commission in November gave great relief and saved hundreds of farmers from

a loss of their grain for which they had provided no means of storage.

WHAT SHALL BE DONE?

“ ‘What shall be done to relieve the people of the embarrassment and loss through wheat blockades?’ This is the question heard on all sides. During the troubles of the past year the Commissioners have given the question of transportation of the products of the territory much study. They found, during the busiest shipping season, that the large number of cars of wheat from Dakota caused a complete blockade at Duluth, St. Paul, Minneapolis and Milwaukee. As one of the remedies for like difficulties in the future, the Commission recommends that every farmer who has not a granary of his own build one before the harvest of 1888. The material for a granary capable of holding 2,000 or more bushels of wheat will cost at the rate of two cents per bushel—less than the price paid for storage in an elevator one season—and will serve a farmer a double purpose:

“FIRST. It will, in a measure, keep the knowledge of the number of bushels of marketable wheat from the speculative members of the boards of trade in the eastern wheat markets, and will thus keep the price of wheat out of their control. It will also virtually put a stop to corners in wheat, one of the greatest difficulties our farmers have to contend with.

“SECOND. If every Dakota farmer had his own granary he could clean his wheat, thus saving the dockage and the needless charge for transportation of the same; his wheat would be in better condition for the market, and he could employ the time during the early fall months occupied in getting it to market in preparing the soil for the next season's crop.

“In addition to making preparation for temporarily storing his own grain every farmer could profitably take time to study the market price of wheat during the present, as well as former years. While cash wheat for November in Duluth and Chicago has been quoted at 70 and 72, the same grade of wheat for May delivery has sold for 83 and 87 cents per bushel. The farmers may urge that pressing obligations with high rate of interest compels them to rush the bulk of their wheat to market in sixty or ninety days after harvest, but such action places them at the mercy of the

wheat dealer, who can buy the same grade of wheat in a glutted market for ten and fifteen cents per bushel less than he could six months later. Which is the greater sacrifice, ten per cent. per annum on borrowed capital or thirty and forty per cent. that he loses on the price of his wheat in an overstocked market?

"The Commission does not wish to be understood as advising the farmer or any other person to take chances on the future prices of wheat; but it does desire that the farmers in the territory should receive every cent for their wheat to which they are justly entitled. We also believe that a general system of private granaries would enable the farmer to place his wheat on the market so gradually that wheat dealers would have purchasers at his door, instead of his being obliged to beg elevator men and railroads to take his grain. Such a state of things would place wheat raising on a profitable basis."

The board is pleased to note that its recommendations in this respect have been heeded by the farmers to an encouraging extent, and feels confident that a general adoption of this plan throughout the territory will add materially to the wealth and independence of the agricultural class.

RECOMMENDATIONS.

The recommendations which the commission desires to submit, and which have already been indirectly made in this report, are as follows:

First. That the board of railroad commissioners be given absolute power to adjust matters of difference between the railroads and the people wherever such differences can be brought within the reach of the commission without conflicting with the jurisdiction of the courts. The commission should also be given recourse to the courts for the enforcement of its orders.

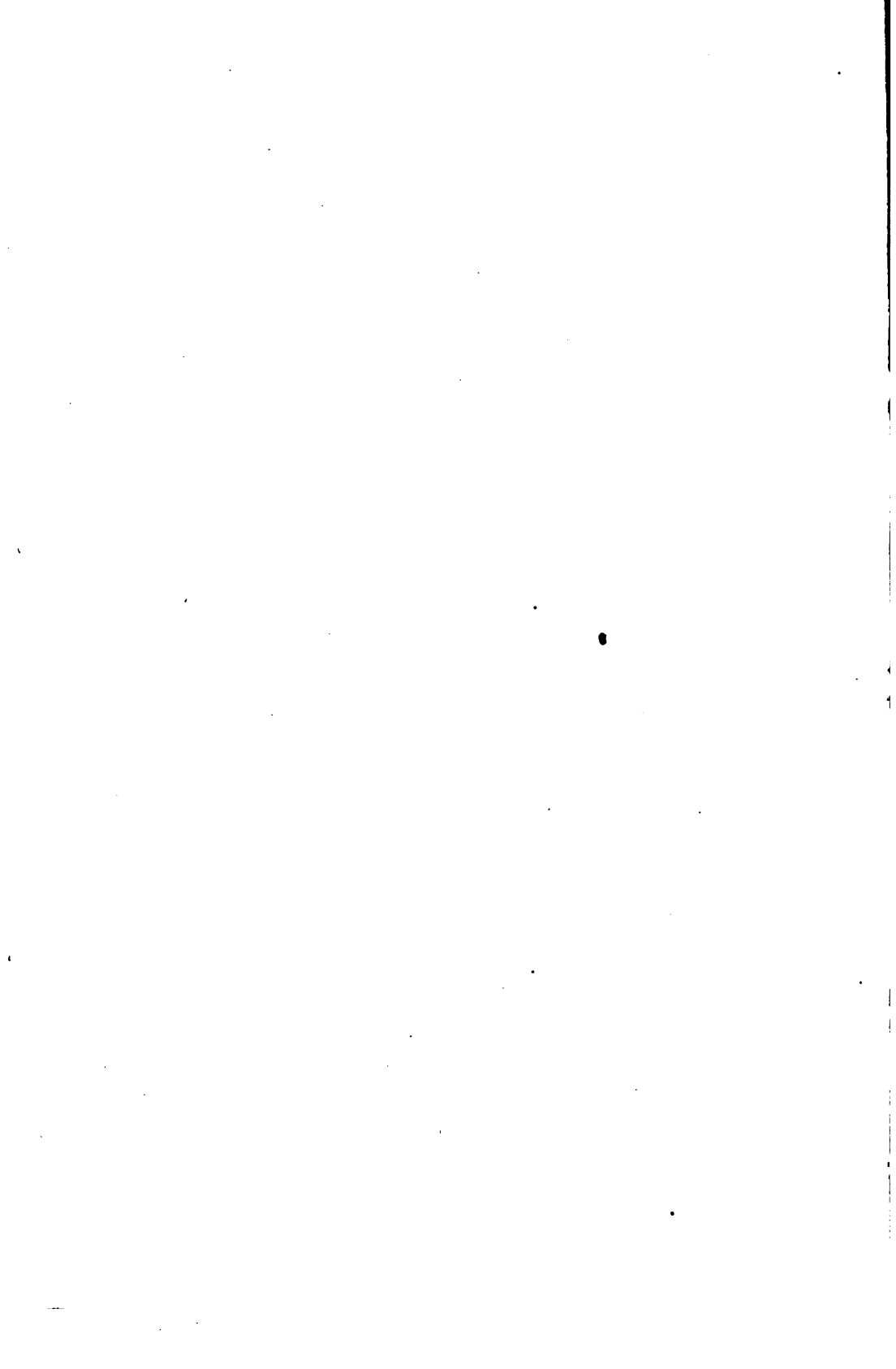
Second. The grain warehouse law should be so amended as to bring within its operation all warehousemen who handle grain. If warehousemen who so conduct their business that their houses do not come under the statutory definition of a "public warehouse" cannot be reached by the "licensing" and "bonding" clauses, they should, at least, be compelled to procure the standard grades established by the commission, so that there may be some safe-guard against the under-grading so universally practiced by irresponsible buyers. Where the grade is in dispute, and there is no established grade for reference, there can be no satisfactory agreement.

Third. The commission should be provided with an appropriation sufficient to enable it to enforce the grain warehouse law in all its details, that much of the important work, such as inspection of the elevators and investigation of complaints, may not be slighted.

TELEGRAPH, EXPRESS AND OTHER COMPANIES.

The commission would feel that it failed to perform its full duty did it neglect to make some suggestions regarding the taxation of telegraph, express, sleeping car and telephone com-

panies doing business in Dakota. It is the opinion of the commission that they should be taxed on the same basis as the railroads. They are nearly all foreign corporations and they receive the same benefits, protection and safeguards from our territorial laws as do our home companies. In the transaction of their business under the protection of our laws they take large amounts of money out of the territory which escapes taxation and for which the people receive no adequate return. The injustice in the present system is so apparent as to need no further comment.



RETURNS OF THE
RAILROAD COMPANIES

FOR THE YEAR ENDING JUNE 30, 1888.

REPORT

OF THE

CHICAGO & NORTHWESTERN RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1888.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association.....	Not Fixed.	Not Fixed.
Amount authorized by vote of the company.....		
Amount of common stock issued.....	\$ 52,575,865 97	\$ 52,546,865 97
Amount of preferred stock issued, and condition of preferment..	22,325,454 56	22,325,454 56
Total amount paid in, as per books of the company, including stock of proprietary lines.....	\$ 74,900,320 53	\$ 74,872,320 53

Amount of stock per mile of road.....	\$ 17,755 98
Amount of stock representing the road in Dakota, (proportional).....	13,466,274 87
Total number of stockholders.....	3,458

Date road entered territory, 1873.

FUNDED DEBT.

NAME OF BOND.	ISSUE.	DUE.	INTEREST.		AMOUNT.
			RATE.	PAYABLE.	
Peninsula R. R.	July 1, 1898	Sept. 1, 1898	7 per cent.	March 1st & Sept. 1st	\$ 152,000
Consolidated Sinking Fund.	Jan. 16, 1895	Feb. 1, 1915	7 per cent.	Feb. 1st & Mar. 1st } Aug. 1st & Nov. 1st }	12,746,000
Chicago & Milwaukee Ry.	July 1, 1893	July 1, 1898	7 per cent.	Jan. 1st & July 1st	1,700,000
Milwaukee & Madison Ry.	Sept. 1, 1890	Sept. 1, 1905	6 per cent.	March 1st & Sept. 1st	1,600,000
Chicago & Tomah.	Sept. 1, 1890	Nov. 1, 1905	6 per cent.	May 1st & Nov. 1st	1,528,000
Chicago, Milwaukee & Northwestern Ry.	May 1, 1893	Nov. 1, 1905	6 per cent.	May 1st & Nov. 1st	750,000
Northwestern Union Ry.	June 1, 1872	June 1, 1917	7 per cent.	March 1st & Sept. 1st	3,500,000
Madison Extension.	Apr. 1, 1871	April 1, 1911	7 per cent.	April 1st & Oct. 1st	3,150,000
Menominee Extension.	June 1, 1871	June 1, 1911	7 per cent.	June 1st & Dec. 1st	2,700,000
General Consolidated Gold.	Nov. 30, 1872	Dec. 1, 1902	7 per cent.	June 1st & Dec. 1st	12,843,000
Menominee River R. R.	July 1, 1876	July 1, 1906	7 per cent.	Jan. 1st & July 1st	400,000
Menominee River Extension.	Jan. 1, 1880	July 1, 1906	7 per cent.	Jan. 1st & July 1st	160,000
Escanaba & Lake Superior Ry.	July 1, 1881	July 1, 1901	6 per cent.	Jan. 1st & July 1st	720,000
Consolidated Sinking Fund of 1879.	Oct. 1, 1879	Oct. 1, 1929	6 per cent.	April 1st & Oct. 1st	6,305,000
Consolidated Sinking Fund of 1879.	Oct. 1, 1879	Oct. 1, 1929	5 per cent.	April 1st & Oct. 1st	8,155,000
Sinking Fund Debentures of 1883.	May 1, 1883	May 1, 1933	5 per cent.	May 1st and Nov. 1st	10,000,000
Debentures of 1909.	July 1, 1884	Nov. 1, 1909	5 per cent.	May 1st and Nov. 1st	4,000,000
Chicago, Iowa & Nebraska.	Aug. 15, 1892	Aug. 15, 1932	7 per cent.	Feb. 15 and Aug. 15	128,000
C. R. & M. R., First Division.	Aug. 1, 1881	Aug. 1, 1931	7 per cent.	Feb. 1st and Aug. 1st	700,000
C. R. & M. R., Second Division.	Aug. 1, 1883	Aug. 1, 1934	7 per cent.	Feb. 1st and Aug. 1st	582,000

FUNDED DEBT—Continued.

NAME OF BOND.	ISSUE.	DUE.	INTEREST.		AMOUNT.
			RATE.	PAYABLE.	
C. R. & M. R., Third Division.....	May 1, 1886	May 1, 1916	7 per cent.	May 1st and Nov. 1st	\$ 2,332,000
C. R. & M. R., 7 per cent. Mortgage.....	June 1, 1884	July 1, 1909	7 per cent.	June 1st and Dec. 1st	769,000
Maple River R. R.....	July 1, 1887	July 1, 1897	7 per cent.	Jan. 1st and July 1st	402,500
W. & St. P. R. R., Second.....	Nov. 1, 1887	Nov. 1, 1907	7 per cent.	May 1st and Nov. 1st	1,592,000
W. & St. P. R. R., Extension Gold.....	Dec. 1, 1871	Dec. 1, 1916	7 per cent.	June 1st and Dec. 1st	4,233,000
Minn. Valley Ry.....	Oct. 1, 1878	Oct. 1, 1908	7 per cent.	April 1st and Oct. 1st	150,000
R. & No. Minn. Ry.....	Sept. 1, 1878	Sept. 1, 1908	7 per cent.	March 1st & Sept. 1st	200,000
Plainview R. R.....	Sept. 1, 1878	Sept. 1, 1908	7 per cent.	March 1st & Sept. 1st	100,000
Dakota Central Ry (W. St. P. Con.).....	May 1, 1882	Sept. 1, 1907	6 per cent.	March 1st & Sept. 1st	1,065,000
Dakota Central Ry (Southeast Division).....	Nov. 1, 1882	Nov. 1, 1907	6 per cent.	May 1st and Nov. 1st	2,000,000
Iowa Mid. Ry.....	Aug. 1, 1870	Oct. 1, 1900	8 per cent.	April 1st and Oct. 1st	1,350,000
Ott. C. F. & St. P. Ry.....	March 1, 1884	March 1, 1909	5 per cent.	March 1st & Sept. 1st	1,600,000
Des M. & Minn. R. R.....	Feb. 1, 1882	Feb. 1, 1907	7 per cent.	Feb. 1st and Aug. 1st	600,000
North Ill. Ry. Co.....	Apr. 1, 1886	March 1, 1910	5 per cent.	March 1st & Sept. 1st	1,500,000
C. & N. W. Ry. Extension of 1886.....	Apr. 15, 1886	Aug. 15, 1926	4 per cent.	Feb. 15 and Aug. 15	14,222,000
Total.....	.....	.....	.....	.....	\$ 108,455,500

DEBT—Continued.

DEBT.	Last Year.	Present Year.
Total amount of funded debt.....	\$ 98,834,500 00	\$108,455,500 00
FLOATING DEBT.		
Total amount of floating debt....	\$ 4,418,498 61	\$ 4,966,930 80
Contingent liability as guarantor of bonds and debts of other roads.		
F. E. & M. V. R. R. Bonds.....	7,725,000 00	7,725,000 00
Mo. Valley & Blair Ry. and Bridge Company Bonds.....	1,053,000 00	944,000 00
S. C. & P. R. R., First Mortgage.....	1,628,000 00	1,628,000 00
Sioux City Bridge Company Bonds.....	.....	266,000 00
Total amount of debt liabilities.....	\$108,052,998 61	\$108,422,480 80
Amount of debt per mile of road.....	25,126 60	25,712 82
Amount of debt representing the road in Dakota, proportional..	17,806,808 96	19,500,480 60
Total amount of stock and debt.....	177,953,814 14	188,294,750 83
Amount of stock and debt per mile of road.....	43,889 08	43,468 25
Amount of interest paid representing the road in Dakota, proportional.....	869,058 01	928,729 91

COST OF ROAD AND EQUIPMENT.

Construction of road and branches (not reported separately).	Last Year.	Present Year.
Grading; bridging and masonry; superstructure, including rails; land, land damages and fences; passenger and freight stations, coal sheds and water stations; engine houses, car sheds and turn tables; machine shops, including machinery and tools; interest paid during construction, discounts, etc.; engineering, agencies, salaries and other expenses during construction; all other items charged to construction not enumerated above; double track.....	<div> <div></div> <div>Cannot be Separated.</div> </div>	<div> <div></div> <div>Cannot be Separated.</div> </div>
Total expended for construction.....	\$180,140,101.66	\$183,240,851.86
Average cost of construction per mile of road, 4,216.75.....	.....	\$1,598.00
Proportion of cost of construction for Dakota.....	22,284,496.87	23,984,239.18
Locomotives; snow-plows on wheels; passenger, mail, baggage and express cars; parlor, dining and sleeping cars; freight and other cars; wrecking cars, pile drivers and tools.....	<div> <div></div> <div>Cannot be Separated.</div> </div>	<div> <div></div> <div>Cannot be Separated.</div> </div>
Total for equipment.....	\$24,801,480.25	\$26,184,487.82
Average cost of equipment per mile of road operated by company, 4,216.75 miles.....	.....	6.204.89
Proportion of cost of road and equipment for Dakota.....	4,287,382.90	4,705,850.62
Total cost of road and equipment.....	\$154,941,581.91	\$159,405,339.18
Average cost of road and equipment per mile, 4,216.75 miles....	.....	\$ 37,802.89
Proportion of cost of road and equipment for Dakota.....	\$26,471,769.27	28,670,089.80
Average cost of road and equipment per mile in Dakota, 758.41 miles.....	.....	37,802.89
Estimated present cash value of all your property in the territory, not including land grant.....	5,000,000.00	5,500,000.00

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN
INCREASED DURING THE YEAR.

	Last Year.	Present Year.
Grading, ballasting, etc.	\$ 718,876 46	\$ 861,812 50
Side tracks.....	364,417 23	267,456 08
Bridging	263,554 19	286,126 84
Superstructure, including rails.....	1,186,470 82	676,684 60
Land, land damages and fences.....	95,177 21	187,574 60
Tools and machinery.....		3,968 86
Passenger and freight stations, coal sheds and water stations	402,185 20	595,000 69
Engine houses, car sheds and turn-tables.....		
Machine shops.....		
Telegraph.....	602 68	12,881 78
Engineering, agencies, salaries and other expenses during construction.....	47,597 52	28,204 66
Land account of Western Town Lot Company.....	82,629 44	1,561 91
Land account Pioneer Town Site Company.....		88,720 76
Second Tracks.....		458,158 80
Other items of construction.....		208,964 21
Total for construction.....	\$ 3,464,566 87	\$ 3,121,580 21
EQUIPMENT.		
Locomotives..... 31		\$ 271,020 14
Passenger, mail, baggage and express cars..... 25		187,446 94
Other Passenger train cars..... 8		13,294 07
Freight and other cars..... 1,888		920,415 91
Total for equipment.....	960,119 17	\$ 4,463,757 27
Total expenditures charged to property account.....	\$ 4,424,686 04	\$ 4,463,757 27
Net addition to property account for the year.....		4,463,757 27

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From local passengers		\$ 4,917,189 79
From through passengers.....		1,888,116 97
From all passengers	\$ 5,805,755 11	\$ 6,805,256 76
From express	881,881 12	896,292 21
From mail.....	486,554 28	562,540 76
Total earnings, passenger department	\$ 6,699,190 46	\$ 7,264,069 73
Earnings per train mile run .....6,762,680 miles		1 07.42
EARNINGS, FREIGHT.		
From local.....\$13,858,838 36		\$ 13,858,838 36
From through.....5,349,597 69		5,349,597 69
Total earnings, freight department.....	19,361,143 08	\$ 19,208,486 05
Earnings per train mile run .....14,616,873 miles		\$ 1 31.42
Total transportation earnings.....	\$ 26,060,883 49	\$ 26,472,525 78
Transportation earnings per train mile run, from all trains earning revenue.....21,879,058 miles		1 28.82
Transportation earnings per mile of road operated... 4,187.08 average miles.....		6,322.50
Proportion of transportation earnings for Dakota.....	4,828,410 58	4,698,191 60
Miscellaneous earnings.....	808,751 62	845,788 98
Total earnings from all sources.....	\$ 26,869,635 11	\$ 26,818,314 76
Proportion of earnings for Dakota.....	4,874,628 75	4,759,765 01

EXPENSES OF OPERATING ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED
TO OPERATING EXPENSES.)

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track.....	\$ 1,794,042 07	\$ 1,890,948 74
Renewal of rails.....	.....	316,219 18
Number tons laid, steel.....22,278.675 }	.....	.....
Number tons laid, iron.....1,001.918 }	.....	.....
Renewal of ties.....	348,911 74	362,582 14
Number laid.....861,895	.....	.....
Repairs of bridges, including culverts and cattle guards.....	806,584, 09	815,685 09
Repairs of fences, road crossings and signs.....	164,185 47	159,618 19
Repairs of buildings, sections and water tanks.....	366,495 16	387,972 11
Total.....	\$ 3,315,638 98	\$ 3,458,028 45
CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of locomotives.....	\$ 966,221 62	\$ 1,080,551 80
Repairs of passenger cars.....	339,617, 10	428,300 46
Repairs of freight cars.....	599,538 99	1,047,924 91
Total.....	\$ 2,205,377 71	\$ 2,506,777 17
CLASS III.—CONDUCTING TRANSPORTATION.		
Fuel for locomotives.....	\$ 1,621,839 88	\$ 1,962,826 18
Water supply.....	102,535 45	105,420 49
Oil and waste.....	218,429 11	223,178 53
Locomotive service.....	1,780,596 29	1,978,758 48
Passenger train service.....	345,987 85	373,410 12
Passenger train supplies.....	72,183 39	95,814 97
Mileage of passenger cars (debt balance).....	8,753 56	15,692 17
Freight train service.....	900,545 51	1,019,574 84
Freight train supplies.....	22,291 95	26,669 32
Mileage of freight cars (debt balance).....	60,524 81	102,534 21
Telegraph expenses (maintenance and operating).....	367,023 27	385,964 65
Damage and loss of freight and baggage.....	49,499 76	53,453 12
Damage to property and cattle.....	42,228 12	39,384 42
Personal injuries.....	159,850 73	168,494 20
Agents and station service.....	2,258,797 29	2,473,568 41
Station supplies.....	88,874 53	88,271 81
Total.....	\$ 8,094,912 95	\$ 9,107,510 87

EXPENSES OF OPERATING—*Continued.*

CLASS IV.—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks.....	\$ 191,681 85	\$ 205,060 57
Legal expenses.....	61,727 90	77,862 04
Insurance.....	8,682 26	1,442 46
Stationery and printing.....	485,601 07	171,940 18
Outside agencies and advertising.....		
Contingencies.....	199,100 54	237,990 08
Taxes in Dakota..... { \$ 28,681 14	718,107 96	758,979 40
Taxes in other States..... { \$780,298 26		
Total.....	\$ 1,610,051 10	\$ 1,771,747 01

RECAPITULATION OF EXPENSES.

RECAPITULATION OF EXPENSES.	Last Year.	Present Year.
Maintenance of way and buildings.....	\$ 8,215,638 98	\$ 8,458,028 45
Maintenance of motive power and cars.....	2,205,877 71	2,506,777 17
Conducting transportation.....	8,094,912 95	9,107,510 87
General expenses, including taxes.....	1,610,051 10	1,771,747 01
Total operating expenses and taxes.....	\$ 15,125,980 74	\$ 16,844,058 50
Operating expenses and taxes per mile of road operated, 4,187.08 average miles.....		4,022 91
Operating expenses and taxes per train mile run, for trains earning revenue, 21,879,068 miles.....		78 79
Proportion of operating expenses and taxes for Dakota.....	2,509,401 65	8,029,408 92
Expenses of running and management of passenger trains, estimated.....	8,828,824 08	5,370,889 58
Expenses of running and management of Passenger trains per train mile.....	52 81	79 41
Expenses of running and management of freight trains, estimated.....	11,797,156 71	11,473,668 97
Expenses of running and management of freight trains per train mile.....	92 28	78 50
Expenses of running and management of all trains earning revenue.....	15,125,980 74	16,844,058 50
Percentage of expenses and taxes to earnings.....	57 86	62 81

GENERAL EXHIBIT.

	Last Year.	Present Year.
Total earnings.....	\$ 26,369,085 11	\$ 26,818,814 76
Total expenses, including taxes.....	15,125,980 74	16,844,058 50
Net earnings.....	11,243,104 37	9,974,256 26
Interest accruing during the year.....	5,125,546 38	5,237,902 13
Interest paid during the year, (less credits to interest account)....	.....	5,165,025 91
Interest paid during the year on account of the road in Dakota, (proportional)....	869,058 01	928,729 91
Interest on funded debt.....	5,125,546 38	5,237,902 13
Interest paid on funded debt, (less credits to interest account)....	.....	5,165,025 91
Dividends declared, 7 per cent. preferred.....\$1,562,610 00 }	3,444,504 00	3,444,504 00
Dividends declared, 6 per cent. common..... 1,881,894 00 }		
Sinking fund.....		58,000
*Floating debt liquidated during the year.....		
Balance for the year.....	\$ 2,615,058 99	1,238,850 13
Balance at commencement of the year.....	11,494,099 66	8,847,094 07
Balance at the close of the year, June 30, 1888.....	\$ 14,109,158 65	4,580,944 20

* Amount of floating debt June 30, 1888, exceeds that of last year.

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings.....	\$ 26,369,085 11	\$ 26,818,814 76
*Income from stock owned of connecting or other roads.....	.....	.....
†Income from lands sold or leased during the year.....		
Total income from all sources for the year.....	\$ 26,369,085 11	\$ 26,818,814 76
Proportion of income for Dakota.....	\$ 4,374,628 75	\$ 4,759,565 01

* "Income" receives this credit by way of a reduction from "Interest on Bonds."

† Is not credited to income.

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income.....	\$ 26,369,085 11	\$ 26,818,314 76
Total operating expenses and taxes.....	15,125,980 74	16,844,068 50
Net income above operating expenses and taxes.....	11,243,104 87	9,974,256 26
Net income above operating expenses.....	6,059,557 99	4,678,354 13
Gross income per train mile run, 21,379,053 miles.....		1.2544
Net income per train mile run, 21,379,053 miles.....		.4665
Percentage of net income to stock and debt.....	.0632	.544
Percentage of net income to cost of road and equipment.....	.0726	.625

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year.....	\$ 11,494,099 66	\$ 3,347,094 07
Surplus at the close of the year.....	3,347,094 07	4,580,944 20
The amount of its own stock or bonds owned by the company, in proprietary.....	123,295 00	140,391 00
Amount absorbed in construction.....	1,022,899 48	2,968,980 19
Amount in material and balances from other roads, etc.....	2,201,099 59	1,471,598 01

GENERAL BALANCE SHEET.

DR.

Construction account.....	\$ 133,240,851 86
Equipment account.....	26,164,487 82
Bonds owned by company.....	10,495,111 11
Cost of securities.....	12,635,064 22
Cash.....	2,220,215 83
Bills receivable.....	90,118 60
Due from agents and companies.....	1,877,705 35
Material and supplies.....	2,428,056 47
Total.....	\$ 189,091,610 76

GENERAL BALANCE SHEET.

CR.

Capital stock	<div> C. & N. W. Ry. stock.....\$63,700,320 53 Proprietary stock.....11,172,000 00 </div>	\$ 74,872,320 53
Funded debt.....		103,455,500 00
Interest accrued.....		1,560,761 80
Dividends unpaid.....		120,982 00
Notes payable.....		125,000 00
Vouchers and accounts.....		3,160,298 70
Other liabilities.....		1,215,915 73
Income account.....		4,580,944 20
Total.....		\$ 189,091,610 87

MILES OF COMPLETED ROAD. Lines Chartered as or Consolidated with the C. & N. W. Ry.

From.	To.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
Chicago	Council Bluffs	491.00	137.88	353.12	.....	.....	.....	.....
Chicago	Freeport	121.00	121.00	.....	.....	.....	.....	.....
Geneva	Aurora	9.40	9.40	.....	.....	.....	.....	.....
Geneva	St. Charles	2.40	2.40	.....	.....	.....	.....	.....
Elgin	Lake Geneva	45.04	35.82	.....	9.22	.....	.....	.....
South Branch Jct.	River (Chicago)	4.50	4.50	.....	.....	.....	.....	.....
Clinton	Anamosa Quarry	73.57	.....	73.57	.....	.....	.....	.....
Stanwood	Tipton	8.50	.....	8.50	.....	.....	.....	.....
Des Moines	T. & N. W. Crossing	57.34	.....	57.34	.....	.....	.....	.....
Belle Plaine	Muchikanock	64.00	.....	64.00	.....	.....	.....	.....
Maple River Jct	Onawa	80.85	.....	80.85	.....	.....	.....	.....
Wall Lake	Moville	79.87	.....	79.87	.....	.....	.....	.....
Carroll	Kirkman	34.81	.....	34.81	.....	.....	.....	.....
Manning	Audubon	17.00	.....	17.00	.....	.....	.....	.....
Chicago	Fort Howard	242.20	69.73	.....	172.47	.....	.....	.....
Appleton	Water Power extension	3.63	.....	.....	3.63	.....	.....	.....
Kenosha	Rockford	72.10	44.03	.....	28.07	.....	.....	.....
Chicago	Montrose	5.20	5.20	.....	.....	.....	.....	.....
Chicago	Milwaukee	35.00	44.60	.....	40.40	.....	.....	.....
Milwaukee	Fond du Lac	62.63	.....	.....	62.63	.....	.....	.....
Sheboygan	Princeton	78.40	.....	.....	78.40	.....	.....	.....

MILEAGE OF COMPLETED ROADS. Lines Chartered as or Consolidated with C. & N. W. R. Y.

FROM.	To	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
Milwaukee.....	Montfort.....	140.88	.....	.....	140.88	.....	.....	.....
Montfort.....	Galena.....	46.84	17.80	.....	36.04	.....	.....	.....
Montford.....	Woodman.....	30.50	.....	.....	30.50	.....	.....	.....
Ipswich.....	Platteville.....	4.00	.....	.....	4.00	.....	.....	.....
Lancaster.....	Lancaster.....	12.04	.....	.....	12.04	.....	.....	.....
Janesville.....	Afton.....	6.10	.....	.....	6.10	.....	.....	.....
Belvidere.....	Winona.....	227.00	21.00	.....	205.87	.....	.13	.....
Winona Jct.....	La Crosse.....	3.96	.....	.....	3.96	.....	.....	.....
Trempealeau.....	Galesville.....	6.71	.....	.....	6.71	.....	.....	.....
Evansville.....	Janesville.....	15.68	.....	.....	15.68	.....	.....	.....
Fort Howard.....	Ishpeming.....	179.90	.....	.....	49.45	130.45	.....	.....
Powers.....	Iron River.....	69.17	.....	.....	13.73	55.44	.....	.....
Stager.....	Crystal Falls.....	9.10	.....	.....	.....	9.10	.....	.....
Narcuts.....	Metropolitan.....	34.86	.....	.....	.....	34.86	.....	.....
BRANCHES TO MINES.								
Off Main Line.....	.....	43.05	.....	.....	.....	43.05	.....	.....
Off E. & L. S.....	.....	8.44	.....	.....	.....	8.44	.....	.....
Off M. R. R.....	.....	36.13	.....	.....	4.71	31.42	.....	.....
Boone.....	Coal Banks.....	3.25	.....	3.25	.....	.....	.....	.....
Cut Off near Cedar Rapids.....	.....	5.96	.....	5.96	.....	.....	.....	.....
Belvidere.....	Spring Valley.....	75.78	75.78	.....	.....	.....	.....	.....
Sycamore.....	Cortland.....	4.64	4.64	.....	.....	.....	.....	.....
Total, June 30, 1888.....	.....	2,601.93	596.23	778.27	924.49	812.76	.13	.....

MILES OF COMPLETED ROAD—PROPRIETARY LINES.

From.	To.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
Lake Geneva & State Line Railway	.....	6.00	.....	.....	.....	.....	.....	.....
Lake Geneva.....	Williams' Bay.....	.....	.....	.....	6.00	.....	.....	.....
Princeton & Western Railway....	.....	16.06	.....	.....	16.06	.....	.....	.....
Valley Jct.....	Necedah.....	.....	.....	.....	.....	.....	.....	.....
Iron River Railway.....	.....	35.16	.....	.....	.....	.....	.....	.....
Iron River.....	Watersmeet.....	.....	.....	.....	.....	36.16	.....	.....
Toledo & Northwestern Ry.....	.....	385.19	.....	.....	.....	.....	.....	.....
Tama.....	Elmore.....	.....	.....	164.56	.....	.....	.....	.....
Jewell Jct.....	D. M. & M. Conn.....	.....	.....	1.75	.....	.....	.....	.....
Jewell Jct.....	Wall Lake Jct.....	.....	.....	78.78	.....	.....	.....	.....
Eagle Grove.....	Hawarden.....	.....	.....	145.20	.....	.....	.....	.....
Winona & St. Peter Railroad.....	.....	448.48	.....	.....	.....	.....	.....	.....
Winona.....	Watertown.....	.....	.....	.....	.....	.....	288.80	34.48
Mankato Jct.....	Mankato.....	.....	.....	.....	.....	.....	8.75	.....
Sleepy Eye.....	Redwood Falls.....	.....	.....	.....	.....	.....	24.40	.....
Rochester.....	Zumbrota.....	.....	.....	.....	.....	.....	24.48	.....
Eyota.....	Plainview.....	.....	.....	.....	.....	.....	15.01	.....
Eyota.....	Chatfield.....	.....	.....	.....	.....	.....	11.46	.....
Tracy.....	Dakota Line.....	.....	.....	.....	.....	.....	46.40	.....
Dakota Central Railway.....	.....	728.68	.....	.....	.....	.....	.....	.....
Minnesota St. Line.....	Pierre.....	.....	.....	.....	.....	.....	.....	209.11

MILEAGE OF COMPLETED ROADS. Lines Chartered as or Consolidated with C. & N. W. R. Y.

FROM.	To	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
Milwaukee.....	Montfort.....	140.88	.....	.....	140.88	.....	.....	.....
Montfort.....	Galena.....	46.84	1 ⁰⁰ .30	.....	36.04	.....	.....	.....
Montford	Woodman	30.50	.....	.....	30.50	.....	.....	.....
Ipswich....	Platteville	4.00	.....	.....	4.00	.....	.....	.....
Lancaster.....	Lancaster.....	12.04	.....	.....	12.04	.....	.....	.....
Janesville	Afton.....	6.10	.....	.....	6.10	.....	.....	.....
Belvidere	Winona	227.00	21.00	.....	205.87	.....	.13	.....
Winona Jct	La Crosse.....	3.96	.....	.....	3.96	.....	.....	.....
Trempealeau	Galesville.....	6.71	.....	.....	6.71	.....	.....	.....
Evansville	Janesville	15.68	.....	.....	15.68	.....	.....	.....
Fort Howard	Ishpeming	179.90	.....	.....	49.45	130.45	.....	.....
Powers	Iron River.....	69.17	.....	.....	13.78	55.44	.....	.....
Stager	Crystal Falls.....	9.10	.....	.....	.....	9.10	.....	.....
Narcuta.....	Metropolitan.....	34.96	.....	.....	.....	34.96	.....	.....
BRANCHES TO MINES.								
Off Main Line .....	.....	43.05	.....	.....	.....	43.05	.....	.....
Off E. & L. S.....	.....	8.44	.....	.....	.....	8.44	.....	.....
Off M. R. R.....	.....	36.13	.....	.....	4.71	31.42	.....	.....
Boone	Coal Banks.....	3.25	.....	3.25	.....	.....	.....	.....
Cut Off near Cedar Rapids.....	.....	5.96	.....	5.96	.....	.....	.....	.....
Belvidere	Spring Valley.....	75.78	75.78	.....	.....	.....	.....	.....
Sycamore	Cortland.....	4.64	4.64	.....	.....	.....	.....	.....
Total, June 30, 1888.....	.....	2,671.68	586.28	778.27	924.49	\$12.76	.13	.....

MILES OF COMPLETED ROAD—PROPRIETARY LINES.

FROM.	TO.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
Lake Geneva & State Line Railway	.....	6.00	.....	.....	.....	.....	.....	.....
Lake Geneva.....	Williams' Bay.....	.....	.....	.....	6.00	.....	.....	.....
Princeton & Western Railway...	.....	16.06	.....	.....	16.06	.....	.....	.....
Valley Jct.....	Necedah.....	.....	.....	.....	.....	.....	.....	.....
Iron River Railway.....	.....	36.16	.....	.....	.....	.....	.....	.....
Iron River.....	Watersmeet.....	.....	.....	.....	.....	36.16	.....	.....
Toledo & Northwestern Ry.....	.....	385.19	.....	.....	.....	.....	.....	.....
Tama.....	Elmore.....	.....	.....	164.56	.....	.....	.....	.....
Jewell Jct.....	D. M. & M. Conn.....	.....	.....	1.75	.....	.....	.....	.....
Jewell Jct.....	Wall Lake Jct.....	.....	.....	73.78	.....	.....	.....	.....
Eagle Grove.....	Hawarden.....	.....	.....	145.20	.....	.....	.....	.....
Winona & St. Peter Railroad.....	.....	448.48	.....	.....	.....	.....	.....	.....
Winona.....	Watertown.....	.....	.....	.....	.....	.....	288.50	34.48
Mankato Jct.....	Mankato.....	.....	.....	.....	.....	.....	3.75	.....
Sleepy Eye.....	Redwood Falls.....	.....	.....	.....	.....	.....	24.40	.....
Rochester.....	Zumbrota.....	.....	.....	.....	.....	.....	24.48	.....
Eyota.....	Plainview.....	.....	.....	.....	.....	.....	15.01	.....
Eyota.....	Chatfield.....	.....	.....	.....	.....	.....	11.46	.....
Tracy.....	Dakota Line.....	.....	.....	.....	.....	.....	46.40	.....
Dakota Central Railway.....	.....	728.98	.....	.....	.....	.....	.....	.....
Minnesota St. Line.....	Pierre.....	.....	.....	.....	.....	.....	.....	209.11

MILES OF COMPLETED ROAD—PROPRIETARY LINES—Continued.

FROM.	TO.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
James Valley Jct.....	Oakes.....	.....	.....	.....	.....	.....	.....	131.96
Watertown	Gettysburg.....	.....	.....	.....	.....	.....	.....	146.25
Watertown Jct.....	Watertown.....	.....	.....	.....	.....	.....	.....	43.88
Iroquois.....	Hawardet (St. Line).....	.....	.....	.....	.....	.....	.....	135.49
Centerville.....	Yankton.....	.....	.....	.....	.....	.....	.....	28.46
Doland.....	Groton.....	.....	.....	.....	.....	.....	.....	88.84
Total.....	.....	1,614.85	.....	885.19	22.06	85.16	414.00	785.41

RECAPITULATION.

	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
C. & N. W. Ry (Chartered or Consolidated).....	2,601.98	596.28	778.27	924.49	312.76	.13	.....
Proprietary Lines.....	1,614.82	.....	885.49	22.06	85.16	414.00	757.41
Total miles.....	4,216.75	596.28	1,163.46	946.55	347.92	414.13	758.41

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Total length of road belonging to this company.....	2,509.50	2,601.98
Total length of steel rails in tracks operated in Dakota, exclusive of sidings.....	578.26	630.98
Total length of iron rails in tracks operated in Dakota, exclusive of sidings.....	127.48	127.48
Weights per yard, steel.....50 lbs to 65 lbs		
Weights per yard, iron.....50 lbs to 60 lbs		
Gauge of track, 16 miles.....3 feet		
Gauge of track, 4,200.75 miles.....4 ft. 8½ in		
Total length of above roads.....	1,600.85	1,614.82
Total length of above roads in Dakota.....	700.71	758.41
Total length of above roads in other states (specifying each)....		856.41
Total miles of road operated by this company.....	4,101.35	4,216.75
Total miles of road operated by this road in Dakota.....	700.71	758.41

TERMINI.		MILES.	WHEN OPENED.
FROM.	TO.		
Extension.....	Dunne Mine in Michigan..	3.22	August 12, 1887
Iron River.....	Watersmeet.....	35.16	September 1, 1887
Kingsley.....	Noville.....	9.00	September 4, 1887
Cut-off.....	Near Cedar Rapids.....	5.96	September 4, 1887
Faulkton.....	Gettysburg.....	42.71	September 26, 1887
Verdon.....	Groton.....	14.46	November 7, 1887
Lake Geneva.....	Williams Bay.....	6.00	June 1, 1888
		116.51	
Less connections in measurements, etc.....		1.11	
Net additions to mileage.....		115.40	

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company.....	484	513
Number of stations on all roads operated by this company.....	677	680
Same in Dakota.....	72	83
Number of telegraph offices in stations in Dakota.....	71	80

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company.....	16,915	18,267
Same in Dakota.....	1,115	1,072
Amount paid employes, including officials, on all roads operated by this company.....	\$ 10,286,525 12	\$ 11,287,533 88
Same in Dakota.....	678,982 50	655,380 00

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden truss bridges over 100 feet in length.....	3	333	3	333
Combination bridges over 100 feet in length.....	4	576	4	576
Iron bridges over 100 feet in length.....	1	240	1	240
Wooden trestle and pile.....	738	48,372	776	50,242
Iron trestle.....				
BOX CULVERTS IN DAKOTA.				
Timber	231			
Stone.....	2			
CATTLE GUARDS.				
Number in Dakota.....	49			

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

LOCATION.	Kind.	Material.	When Built	Length, ft.
West of Faulkton.....7 bridges	Pile Bent.	Pine.	1887.	368
West of Berkmer.....8 "	"	"	"	272
West of Seneca.....10 "	"	"	"	368
West of Lebanon.....7 "	"	"	"	334
West of Gettysburg.....1 "	"	"	"	64
West of Fernie.....6 "	"	"	"	416
West of Groton.....1 "	"	"	"	48
Total.....	.....	.....	.....	1,870

Give the average number of years the trestle and pile bridges last on your road in Dakota. About nine years.

Give the average number of years that wooden truss bridges last on your road in Dakota. About nine years.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota about.....	81	100
Average length of sections, miles, about.....	8	7.5
Average number of men in each section gang about.....	3.7	3.6
Number of new ties laid in track during the year in Dakota.....	14,891	11,754
Average number of new ties per mile of road about.....	21	16
New rails laid in track during the year in Dakota, iron, 88.1718 tons, miles of track about.....	.....	40
New rails laid in track during the year in Dakota, 1,474.915 tons, miles of track about.....	4	15
Total track laid with new rails during the year in Dakota, miles about.....	4	15.40

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

Burlington, Cedar Rapids & Northern R. R. near Elkton.

Chicago, Milwaukee & St. Paul R. R. at Lake Preston.

" " " " " " at Wolsey.

" " " " " " near Redfield, (two crossings.)

" " " " " " near Aberdeen, (two crossings.)

" " " " " " at Faulkton.

" " " " " " at Vilas.

" " " " " " near Elroy.

" " " " " " Yankton.

" " " " " " Groton.

CROSSINGS IN DAKOTA—*Continued.*

St. Paul, Minneapolis & Manitoba R. R. near Aberdeen.

" " " " " " " Ludden.

" " " " " " " Watertown.

Chicago, St. Paul, Minneapolis & Omaha R. R. at Salem.

Minneapolis & Pacific R. R. near Oakes.

What railroads cross your road, either over or under, and at what locality.

Chicago, Milwaukee & St. Paul R. R. near Parker.

Number of highway crossings at grade..... 653

Number of highway crossings under railroad..... 5

FENCING IN DAKOTA.

Wire fences..... 119.80

Snow..... 51.86

Total..... 170.66

ROLLING STOCK.

ROLLING STOCK.	Leased.	Owued.	Total.
Number of Locomotives.....	766	766
Number of passenger cars and combinations.....	373	373
Number of baggage, mail and express cars.....	138	138
Number of parlor and sleeping cars.....	11	11
Number of dining cars.....	9	9
Number of box freight cars.....	13,372	13,373
Number of stock cars.....	1,914	1,914
Number of platform and coal cars.....	4,047	4,047
Number of other cars.....	5,081	5,081
Total.....	24,945	24,945

Maximum weight of locomotives and tenders, 75 tons.

Average weight of locomotives and tenders, 50 tons.

Number of locomotives equipped with train brake, 465.

Kind of brake, Westinghouse air brake.

Maximum weight of passenger cars, 28½ tons.

Average weight of passenger cars, 24 tons.

Number of cars equipped with train brake, 562.

Kind of brake, Westinghouse air brake.

Number of passenger cars equipped with Miller platform and buffer, 562.

The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars, by engine of given weight. Weight of engine, 29 tons, 214¼ tons.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year.....	6,963,525	6,762,680
Miles run by freight trains during the year.....	12,782,776	14,616,878
Miles run by switching trains during the year.....	5,512,962	6,239,498
Miles run by other trains during the year.....	.....	1,028,554
Total train mileage.....	25,689,627	28,697,106
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains.....	4.42	4.54
Average weight of passenger trains, exclusive of passengers, tons about.....	110.50	109
Average number of cars in freight trains.....	20.08	18.36
Average weight of freight trains, exclusive of freight, tons about.....	220.00	202
PASSENGER TRAFFIC.		
Number of through passengers carried.....	.....	836,064
Number of local passengers carried.....	.....	10,534,678
Total number of passengers carried.....	9,799,188	10,870,757
Total passenger mileage, or passengers carried one mile.....	254,581,147	276,841,966
Average distance traveled by each passenger, miles.....	26	25
Average amount received from each passenger.....	\$.60	\$.58
Highest rate of fare per mile for any distance.....	\$.04	\$.04
Lowest rate of fare per mile for any distance.....	\$.01	\$.01
Average rate of fare per mille for all passengers.....	\$.0229	\$.0228
FREIGHT TRAFFIC.		
Number of tons of through freight carried.....	.....	3,008,281
Number of tons of local freight carried.....	.....	8,051,885
Total tons of freight carried.....	9,844,584	11,059,616
Total mileage of through freight (tons carried one mile).....	.....	764,221,155
Total mileage of local freight (tons carried one mile).....	.....	1,190,212,962
Total freight mileage, or tons carried one mile.....	1,768,628,877	1,954,484,117
Average rate per ton per mile received for through freight.....	.....	\$ .0070
Average rate per ton per mile received for local freight.....	.....	\$ .0116
Average rate per ton per mile received for all freight.....	\$.0110	\$.0098

MILEAGE, TARIFF, ETC.—*Continued.*

CAR MILEAGE.	Last Year.	Present Year.
Number of miles run by loaded freight cars east and south.....	94,096,894	100,630,141
Number of miles run by loaded freight cars west and north.....	96,896,247	100,789,592
Number of miles run by empty freight cars east and south.....	33,274,313	31,771,693
Number of miles run by empty freight cars west and north.....	31,773,144	35,251,783
Total freight car mileage.....	255,960,598	268,398,209
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south.....	26.12	23.99
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north.....	24.70	25.92

SPEED OF TRAINS IN DAKOTA.

AVERAGE SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops, miles per hour about.....	23	25
Rate of speed of freight trains, including stops, miles per hour about.....	15	15

TONNAGE OF ARTICLES TRANSPORTED

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	1,280,184	13.00	1,335,092	12.07
Flour.....	218,216	2.22	269,097	2.43
Provisions (beef, pork, lard, etc.).....	102,420	1.04	113,297	1.03
Animals.....	418,098	4.25	444,198	4.02
Other agricultural products.....	333,658	3.39	337,179	3.05
Lumber and forest products.....	1,170,657	11.39	1,237,087	11.34
Coal.....	1,489,059	15.13	1,606,213	14.51
Plaster, lime and cement.....	91,196	.93	95,735	.87
Salt.....	56,377	.57	62,142	.56
Petroleum and oil.....	73,281	.74	75,741	.69
Iron, steel and castings.....	494,856	5.93	608,332	5.50
Stone and brick.....	254,146	2.58	294,515	2.66
Manufactures—articles shipped from point of production	335,769	3.32	445,331	4.03
Merchandise and other articles not enumerated above..	3,476,537	35.31	4,035,057	36.94
Total tons carried.....	9,844,534	100.00	11,059,316	100.00

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	185,385	35.70	239,843	44.14
Flour.....	11,246	2.17	10,610	1.95
Provisions (beef, pork, lard, etc.)...	1,941	.87	1,708	.32
Animals.....	9,981	1.91	9,299	1.71
Other agricultural products.....	40,987	7.89	38,080	7.00
Lumber and forest products.....	65,296	12.57	63,809	11.74
Coal.....	91,212	17.56	103,519	19.05
Plaster, lime and cement.....	3,474	.67	1,848	.34
Salt.....	2,289	.44	2,254	.42
Petroleum and oil.....	4,859	.94	2,003	.17
Iron, steel and castings.....	10,822	2.08	2,069	.37
Stone and brick.....	5,942	1.13	6,581	1.21
Manufactures—articles shipped from point of production	11,328	2.18	9,829	1.81
Merchandise and other articles not enumerated above..	74,718	14.39	51,929	9.56
Total tons carried.....	519,280	100 00	543,331	100.00

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

American Express company and United States Express company; rates are various; express companies have no care of machinery or repairs; they do a miscellaneous business, restricted to articles properly belonging to express business; they deliver their freight into this company's cars.

SLEEPING CARS.

Do sleeping, parlor, or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Sleeping cars are run, owned by the Wagner Palace Car Company, which makes and collects the charges thereon.

Dining cars are run, owned by this company, on which the charges are 75 cents per meal.

Parlor cars are run, owned by this company, on which the charges are from 10 cents upward according to the distance traveled.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings?

Wagner Palace Car Company, \$17,850.34, for cars in addition to regular supply.

ADDITIONAL QUESTIONS—*Continued.*

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota, and on what terms of service?

Compensation for mail service is not permanently fixed. Service is ordered "subject to the rules and regulations of the department," and amount paid is dependent upon the weight of mail carried over each route.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

Service is performed by employees and is not separate from other service.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

None exclusively.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

The Western Union Telegraph Company own or control telegraph line along all this company's road.

LANDS—CONGRESSIONAL GRANT.

LANDS GRANTED IN AID OF W. & ST. P. R. R. CO.

State number of acres of land originally granted in aid of construction of your road by the United States or by the territory.....	Grant not fully adjusted
State the number of acres of land your company has already received from the congressional grants.....	1,755,075.66½
State the number of acres yet to insure to your company from Congressional grants.....	Grant not fully adjusted
State the average price at which these lands have been sold or contracted by the company during the year	\$5.85
State the number of acres sold during the year.....	30,246.43
State the amount received from sales from all sources during the year.....	\$261,518.35
State the amount unpaid on outstanding contracts.....	\$776,406.00
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1888.....	\$3,518,952.32
State the amount expended in sale and management of lands during the year.....	\$26,089.91
State the amount of taxes paid on lands.....	\$1,224.70
State the amount realized from the sale of lands above the expenses incurred in the management and taxes during the year	\$235,478.44

REPORT OF ACCIDENTS—YEAR ENDING JUNE 30, 1888.

KILLED.

Date.	Name and Occupation.	Place.	Cause of Accident.	Character of Injury.
1887.				
July 4.	J. Jorgensen.	Kramburg.	{ Walking on track, } Suicide.	Carelessness.
July 10.	C. F. Larson, car rep'r.	Watertown	Getting off coach.	Want of Caution.
Nov. 19.	Chas. Brooks.	Beresford.	Getting on train.	Carelessness.

STATEMENT OF ACCIDENTS—INJURED.

DATE.	NAME AND OCCUPATION.	PLACE.	CAUSE OF ACCIDENT.	CHARACTER OF INJURY.
Sept. 13, 1887	A. R. Kent, brakeman.	Huron,	Coupling,	Finger amputated, want of caution.
October 13, 1887	M. L. Redmond, brakeman.	Gettysburg,	Coupling,	Finger bruised, want of caution.
October 20, 1887	A. D. Auld, laborer.	Henry,	{ Wagon pole struck him knock- ing him down.	Toe crushed, want of caution.
October 29, 1887	M. Patnoud, laborer.	Wessington,	Crossing track,	Leg amputated, want of caution.
December 4, 1887	A. D. Hill, laborer.	Iroquois,	Collision,	Cut wrist, back hurt, accidental.
December 4, 1887	G. C. Harper, laborer.	Iroquois,	Collision,	Bruised, accidental.
December 16, 1887	A. Vanosdel, laborer.	Yankton,	Crossing track,	Bruised, want of caution.
December 16, 1887	E. Hanson, laborer.	Yankton,	Crossing track,	Bruised, want of caution.
January 10, 1888	L. C. Gaisuch, engineer.	Cavour,	Broken rail,	Hurt and bruised, accidental.
January 15, 1888	Wm. Miller, snow shoveler.	Arlington,	Collision,	Thumb off, want of caution.
January 27, 1888	Wm. Essery, brakeman.	Wessington,	Coupling,	2 fingers lacerated, want of caution.
February 2, 1888	H. A. Reed, engineer.	St. Marys,	Collision,	Rupture, etc., want of caution.
February 2, 1888	Wm. Brown, fireman.	St. Marys,	Collision,	Bruised, want of caution.
February 2, 1888	E. J. Fullington, brakeman.	St. Marys,	Collision,	Foot sprained, want of caution.
February 24, 1888	F. H. Pratt, brakeman.	Bruce,	Pulling pin,	Finger lacerated, want of caution.
March 7, 1888	Chas. McGinnis, brakeman.	Redfield,	Coupling,	Finger lacerated, want of caution.
March 20, 1888	Thos. Kelly, brakeman.	Preston,	Coupling,	Arm lacerated, want of caution.
March 28, 1888	Frank Barton, brakeman.	Estelline,	Coupling,	Finger lacerated, want of caution.
April 12, 1888	W. L. Gatrell, switchman.	Huron,	Getting off car,	Ankle sprained, want of caution.
June 6, 1888	G. B. Alexander, brakeman.	Watertown,	Getting car on track,	2 fingers lacerated, want of caution.

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.
Derailments.....	1	.....
Collisions.....	2	4	.....
Coupling cars.....	7	.....
Falling from trains.....	1	.....
Getting on and off trains.....	1	1	.....	1	.....
Highway crossings.....	2
Miscellaneous.....	8	.....
Trespassers on track.....	1	.....	1	.....
Total.....	1	2	2	16	2

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons killed during the year	3
Number of persons injured during the year	20
Number of casualties purely accidental during the year	3
Number resulting from lack of caution, carelessness, or misconduct.....	20
Number of trespassers on track killed.....	1
Number of tramps or others stealing rides killed or injured.....	1
Suicides in Dakota.....	1

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Chairman of the Board, A. Keep, Chicago, Ill.; *President*, M. Hughitt, Chicago, Ill.; *Vice-President*, M. L. Sykes, New York, N. Y.; *Secretary*, M. L. Sykes, New York, N. Y.; *Treasurer*, M. L. Sykes, New York, N. Y.; *General Manager*, J. N. Whitman, Chicago, Ill.; *General Superintendent*, S. Sanborn, Chicago, Ill.; *Assistant General Superintendent*, P. Hallenbeck, Winona, Minn.; *Division Superintendents—Dakota Lines*—W. P. Cosgrave, Winona, Minn., and J. S. Oliver, Huron, Dak.; *Chief Engineer*, H. G. Burt, Chicago, Ill.; *Superintendent of Telegraph*, G. H. Thayer, Chicago, Ill.; *Auditor*, J. B. Redfield, Chicago, Ill.; *General Passenger Agent*, E. P. Wilson, Chicago, Ill.; *General Freight Agent*, H. R. McCullough, Chicago, Ill.; *General Counsel*, W. C. Goudy, Chicago, Ill.

DIRECTORS.

H. Williams, Clinton, Ia.; D. O. Mills, New York, N. Y.; J. M. Burke, New York, N. Y.; M. Hughitt, Chicago, Ill.; N. K. Fairbank, Chicago, Ill.; W. L. Scott, Erie, Pa.; Percy R. Pyne, New York, N. Y.; F. W. Vanderbilt, New York, N. Y.; W. K. Vanderbilt, New York, N. Y.; H. McK. Twombly, New York, N. Y.; J. I. Blair, Blairstown, N. J.; A. G. Deilman, New York, N. Y.; D. P. Kimball, Boston, Mass.; C. M. Depew, New York, N. Y.; S. F. Barger, New York, N. Y.; A. Keep, Chicago, Ill.; M. L. Sykes, New York, N. Y.

Date of annual meeting of stockholders—First Thursday in June.

Fiscal year of Company ends, May 31st.

General offices of the company are located at Chicago, Ill.

STATE OF ILLINOIS, }
COUNTY OF COOK, } ss.

Marvin Hughitt, president, and J. B. Redfield, auditor of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1888, to the best of their knowledge and belief.

[Signed,]

MARVIN HUGHITT,

J. B. REDFIELD.

Subscribed and sworn to before me this 20th day of August, A. D. 1888.

[SEAL.]

J. F. CLEVELAND,
Notary Public.

REPORT

OF THE

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1888.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association.....*\$50,000,000 00		
Amount authorized by vote of the company..... 34,050,126 66		
Amount issued, number of shares, 339,384 and script, am't paid in		
Amount of common stock issued.....	\$ 21,845,640 06	\$ 21,408,298 35
Amount of preferred stock issued, and conditions of preferment..	12,643,721 66	12,646,838 31
Total amount paid in, as per books of the company.....	\$ 34,050,126 66	\$ 34,050,126 66

*This includes \$4,230,599 99 in the company's treasury.

Amount of stock per mile of road.....	\$ 25,882 02
Amount of stock representing the road in Dakota.....	†2,282,794 16
Total number of stockholders.....	1,284

†Proportional on mileage basis.

Date road entered Territory, 1878.

DEBT.

DEBT.	Last Year.	Present Year.
FUNDED DEBT AS FOLLOWS:		
First mortgage bonds C. St. P. & M. Ry, due May 1, 1918, rate of interest, 6 per cent.....	\$ 3,000,000 00	\$ 3,000,000 00
Amount of interest paid on same during the year.....	\$180,525 00	
First mortgage bonds Nor. Wis. Ry. due Jan. 1, 1930, rate of interest, 6 per cent.....	800,000 00	800,000 00
Amount of interest paid on same during the year.....	\$ 48,000 00	
First mortgage bonds H. & R. F. Ry. due July 1, 1906, rate of interest, 8 per cent.....	125,000 00	125,000 00
Amount of interest paid on same during the year.....	\$10,000 00	
First mortgage bonds St. P. & S. C. R. R. due April 1, 1919, rate of interest, 6 per cent.....	6,060,000 00	6,070,000 00
Amount of interest paid on same during the year.....	\$860,630 00	
First mortgage bonds St. P., S. C. & T. F. R. R. due Jan 1, 1906, rate of interest, 7 per cent.....	334,800 00	334,800 00
Amount of interest paid on same during the year.....	\$ 26,190 25	
*Consolidated mortgage bonds C. St. P. M. & St. P. Ry. due June 1, 1930, rate of interest, 6 per cent.....	12,249,187 14	12,742,434 18
Amount of interest paid on same during the year.....	\$719,375 00	
†Depot ground bonds St. P. C. & T. F. R. R., rate of interest, 10 per cent.....	30,000 00	30,000 00
Amount of interest paid on same during the year.....	None	
Land grant inc. bonds C. St. P. & M. Ry, rate of interest, 6 per cent.....	1,125 00	
Total amount of funded debt.....	\$ 22,620,092 14	\$ 23,102,234 18
FLOATING DEBT.		
This company, properly speaking, has no floating debt, there being sufficient cash on hand to pay all current liabilities.....		
Contingent liability as guarantor of bonds and debts of other roads: First mortgage bond of the Minneapolis Eastern Railway guaranteed by this company.....	\$ 75,000 00	\$ 75,000 00
Total amount of debt liabilities.....	\$ 22,620,092 14	\$ 23,102,234 18
Amount of debt per mile of road.....	17,460 33	17,560 36
Amount of debt representing the road in Dakota.....	1,542,973 78	1,543,823 75
Total amount of stock and debt.....	56,670,219 70	57,152,360 84
Amount of stock and debt per mile of road.....	43,743 56	43,442 38
‡Amount of interest paid representing the road in Dakota.....	90,327 35	86,885 86

*Includes \$152,434 18 in the company's treasury.

†In the company's treasury.

‡Proportional, on mileage basis.

COST OF ROAD AND EQUIPMENT.

Construction of Road and Branches (not reported separately).	Last Year.	Present Year.
Grading; bridging and masonry; superstructure, including rails; land, land damages and fences; passenger and freight stations, coal sheds and water stations; engine houses, car sheds and turn tables; machine shops, including machinery and tools; interest paid during construction, discounts, etc.; engineering, agencies, salaries, and other expenses during construction; all other items charged to construction not enumerated above; double track; total expended for construction; average cost of construction per mile of road; proportion of cost of construction for Dakota.	It is impossible to separate cost of construction from equipment in stating the aggregate cost.....	It is impossible to separate cost of construction from equipment in stating the aggregate cost.....
Total cost of road and equipments.....	\$ 53,893,016.00	\$ 55,916,048 57
Average cost of road and equipment per mile.....1,315.59 miles		42,502 84
*Proportion of cost of road and equipment for Dakota.....	\$ 3,675,550 84	3,748,732 85
Average cost road and equipment per mile in Dakota, 88 20 miles		42,502 84

*Proportional on mileage basis.

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

PROPERTY ACCOUNTS.	Last Year.	Present Year.
Grading, ballasting and ditching	\$ 149,410 82	\$ 90,500 22
Bridging and masonry.....	17,370 86	60,413 90
Superstructure, including rails	206,595 50	312,925 76
Land, land damages and fences.....	240,404 75	153,610 76
Passenger and freight stations, coal sheds and water stations....	26,292 78	70,990 70
Engine houses, car sheds and turn tables.....	2,866 90	54,262 88
Machine shops, including machinery and tools	1,976 66	17,942 41
Engineering, agencies, salaries and other expenses during construction	1,320 00	27,357 14
Purchase and construction of other lines (specifying same) and all particulars.		
Minnesota Transfer Railway.....	4,244 29	.....
Extension of line, Salem to Mitchell	347,939 04	.....
Change of line Florence.....	13,376 43	.....
Purchase of Northeastern Nebraska Railroad.....	.....	257,740 27
Double track extension, Stillwater Jct. to No. Wis. Jct.....	51,405 85	.....
Total for construction	\$ 1,068,102 88	\$ 1,045,744 04

PROPERTY ACCOUNT—Continued.

EQUIPMENT.	Last Year.	Present Year.
Locomotives .....81	.....	\$ 281,717 06
Passenger, mail, baggage and express cars.....10	.....	49,558 46
Freight and other cars.....1,650	.....	847,168 20
Total for equipment.....	\$ 268,587 81	\$ 1,178,493 72
Total expenditures charged to property account	\$ 1,826,640 19	\$ 2,224,182 76
Less sundry credits	109,127 49	191,150 19
Net addition to property account for the year.....	\$ 1,217,512 70	\$ 2,083,082 57

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From local passengers	\$ 1,066,434 29	\$ 1,185,464 83
From through passengers.....	488,098 87	571,829 71
From all passengers	\$ 1,549,593 16	1,757,294 54
From express	92,884 92	91,994 49
From mails.....	104,360 96	125,083 94
From other sources, passenger department, including baggage..	36,227 58	88,949 77
Total earnings, passenger department.....	\$ 1,782,956 62	\$ 2,013,272 74
Earnings per train mile run, 1,905,822 miles .....	.....	1.06
EARNINGS, FREIGHT.		
From Local.....	\$ 2,845,884 83	\$ 2,586,813 41
From through.....	1,795,519 00	2,063,284 56
From Other Sources, freight department.....	12,066 54	32,838 98
Total earnings, freight department.....	\$ 4,652,990 37	\$ 4,702,936 95
Earnings per train mile run, 2,880,295 miles.....	.....	1.65
Total transportation earnings.....	6,485,946 99	6,716,209 69
Earnings per train mile run, from all trains earning revenue, 4,786,167 miles.....	.....	1.40
Earnings per mile of road operated, 1,893.76 miles.....	.....	4.886 01
Proportion of earnings for Dakota	49,968 92	61,817 89
Earnings from all other sources.....	20,163 29	24,081 79
Total earnings from all sources	\$ 6,456,110 28	\$ 6,740,241 48
Proportion of earnings for Dakota	\$ 50,089 92	\$ 71,481 66

EXPENSES OF OPERATING THE ROAD FOR YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED
TO OPERATING EXPENSES.)

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track.....	\$ 599,845 23	\$ 629,819 99
Renewal of rails.....	60,472 55	160,764 56
No. tons laid, steel	8,406	
No. tons laid, iron.....	1,515	
Renewal of ties	119,981 65	148,518 47
No. laid.....	481,898	
Repairs of bridges, including culverts and cattle-guards.....	87,052 90	122,775 64
Repair of fences, road crossings and signs.....	31,751 94	82,347 44
Repair of buildings, sections and water tanks.....	67,434 04	104,227 85
Total.....	\$ 966,538 31	\$ 1,198,453 95
CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of locomotives.....	\$ 250,168 35	296,729 90
Repair of passenger cars.....	102,883 43	82,184 97
Repair of freight cars.....	224,183 12	286,012 48
Total.....	\$ 577,184 90	614,927 35
CLASS III.—CONDUCTING TRANSPORTATION.		
Fuel for locomotives.....	\$ 566,496 69	\$ 734,428 69
Water supply	29,649 04	31,922 45
Oil and waste.....	44,126 55	49,009 37
Locomotive service.....	440,535 71	481,899 08
Passenger train service.....	96,507 36	105,232 73
Passenger train supplies	21,548 54	23,990 46
Mileage of passenger cars (debit balance).....	24,655 80	47,045 17
Freight train service.....	200,268 92	219,227 47
Freight train supplies.....	5,882 38	7,058 24
Mileage of freight cars (debit balance).....	46,842 79	26,152 26
Telegraph expenses (maintenance and operating).....	92,930 34	110,825 53
Damage and loss of freight and baggage.....	13,027 55	10,093 86.
Damage to property and cattle	16,237 28	25,623 28
Personal injuries.....	21,311 84	53,745 59
Agents and station service	423,159 59	491,837 38
Station supplies	21,912 24	26,140 43
Expenses, Missouri River Transfer	33,101 18	23,494 08
Total.....	\$ 2,016,453 17	\$ 2,424 862 09

EXPENSES OF OPERATING, ETC.,—Continued.

CLASS IV.—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks.....	\$ 146,847 76	\$ 154,873 68
Legal expenses	26,507 66	22,825 86
Insurance	14,800 71	15,459 41
Stationery and printing	40,098 86	48,007 87
Outside agencies and advertising.....	58,911 91	64,112 78
Contingencies.....	24,028 87	5,527 78
Total taxes.....	285,461 22	260,629 97
Total.....	\$ 546,151 49	\$ 571,487 00

RECAPITULATION OF EXPENSES.

	Last Year.	Present Year.
Maintenance of way and building	\$ 966,538 81	\$ 1,196,458 96
Maintenance of motive power and cars.....	577,184 90	614,927 85
Conducting transportation	2,016,458 17	2,424,862 09
General expenses, including taxes.....	546,151 49	571,487 00
Total operating expenses and taxes.....	\$ 4,106,327 87	\$ 4,804,680 39
Operating expenses and taxes per mile of road operated, 1,819.76 miles.....		3,510 08
Operating expenses and taxes per train mile run for trains earning revenue, 4,786,167 miles.....		1.00
Proportion of operating expenses and taxes for Dakota, approx..	26,441 65	58,072 56
Expenses of running and management of passenger trains, approx	1,087,596 65	1,319,758 86
Expenses of running and management of passenger trains per train mile, approximated	0.6077	.69
Expenses of running and management of freight trains, approx	3,018,732 22	3,484,922 08
Expenses of running and management of freight trains, per train mile	1.1458	1.21
Expenses of running and management of all trains earning revenue	4,106,827 87	4,804,680 39
Percentage of expenses to earnings.....	68.60	71.34

GENERAL EXHIBIT.

GENERAL EXHIBIT.	Last Year.	Present Year.
Total earnings.....	\$ 6,456,110 28	\$ 6,740,241 48
Total expenses, including taxes.....	4,106,828 87	4,804,680 39
Net earnings.....	\$ 2,349,781 41	\$ 1,935,561 09
Rentals, specifying amount paid to each company :		
Minneapolis Union railway.....\$34,698 51	64,658, 08	
St. P. M. & M. Ry..... 22,640 14	21,457 97	
M. & St. L. Ry..... 12,488 20	12,817 04	
Illinois Central R. R..... 11,100 00	12,000 00	
St. Paul Union depot..... 1,919 45	3,322 81	
Total rentals.....	\$ 112,755 87	\$ 82,836 30
Loss in operating proprietary roads.....	8,910 80	10,451 11
Interest accruing during the year.....	1,887,955 68	1,850,491 02
Interest paid during the year.....	1,884,448 00	1,844,729 25
Interest paid during the year on account of the road in Dakota (approximated).....	90,827 35	90,231 38
Interest on funded debt.....	1,387,955 98	1,350,491 02
Interest paid on funded debt.....	1,384,448 00	1,344,729 25
Dividends (8 per cent).....	675,408 00	675,408 00
Interest due and not paid.....	32,010 00	20,379 75
Balance for the year.....	988,493 68	497,999 24
Balance at commencement of the year.....	8,100,687 74	4,089,181 42
Balance at the close of the year, June 30, 1888.....	\$ 4,069,181 42	\$ 4,527,180 66

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings.....	\$ 6,456,110 28	\$ 6,740,241 48
Income from lands sold or leased during the year.....	715,535 49	565,259 70
Income from other sources.....	58,206 43	56,864 88
Total income from all sources for the year.....	\$ 7,229,852 20	\$ 7,361,866 06

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income.....	\$ 7,229,852 20	\$ 7,361,866 06
Total operating expenses and taxes.....	4,106,828 87	4,604,680 89
Net income above operating expenses and taxes.....	3,123,023 33	2,557,185 87
Net income above operating expenses, taxes, interest and rental and loss in operating proprietary lines.....	1,663,901 68	2,463,898 26
Gross income per train mile run, 4,789,187 miles.....	.....	1.40
Net income per train mile run, 4,786,187 miles.....	.....	0.40
Percentage of net income to stock and debt.....	.....	0.34
Percentage of net income to cost of road and equipment.....	.....	0.35

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year.....	\$ 3,100,687 70	\$ 4,069,181 42
Surplus at the close of the year.....	4,069,181 42	4,527,180 66
The amount invested in railroad stock and bonds.....	168,000 00	20,070 00

GENERAL BALANCE SHEET.

DR.

Cost of road and equipment.....	\$ 55,916,048 57
Stock and bonds owned.....	200,700 00
Supplies and material on hand.....	796,652 50
Cash.....	600,576 16
Bills receivable.....	408,456 59
Due from agents.....	153,574 01
Net traffic balances due from other companies.....	40,218 35
Due from solvent companies and individuals.....	598,266 28
United States postoffice department.....	87,122 08
Total.....	\$ 58,745,614 45

GENERAL BALANCE SHEET.

CR.

Capital stock outstanding	\$ 29,819,526 67
Funded debt outstanding	22,919,900 00
Land grant accounts	98,122 81
Accrued interest on funded debt not yet due	184,000 00
Audited vouchers and accounts	879,125 19
Wages and salaries	225,447 05
Dividends not called for (including dividends payable in July)	338,154 00
Matured interest (coupons unpaid)	81,748 25
Taxes not yet due	170,322 86
Rentals due July 1st	7,192 56
Profit and loss	4,527,180 66
Total	\$ 58,745,614 55

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road.....	566.90	566.89
Length main line of road in Minnesota.....		205.45
Length main line of road in Wisconsin.....		177.53
Length of main line of road in Nebraska.....		126.81
Length of main line of road in Iowa.....		57.10
Length of double track on main line.....	20.79	20.79
Branches owned by this company.		
Stillwater Jct. to Stillwater.....	3.90	3.80
Stillwater Jct. to St. Croix Bridge.....	4.55	4.55
Merrillan to Meillsville.....	14.00	15.37
West Eau Claire to Shaw's Mills.....	2.74	
No. Wis. Jct. to Bayfield.....	178.24	178.24
Ashland Jct. to Ashland, including shore line.....	5.69	5.69
River Falls to Ellsworth.....	24.82	24.82
Eau Claire to Itaska St. Switch.....	141.19	141.19
Lake Crystal to Elmore.....	44.00	44.00
Huron Lake to Pipestone.....	55.10	55.10
Sioux Falls Jct. to Mitchell.....	180.90	180.73
Luverne to Doon.....	28.00	28.00
Coburn Jct. to Ponca.....	15.82	15.82
Emerson to Norfolk.....	46.50	46.50
Wakefield to Hartington.....	33.76	33.76
Wayne to Randolph.....		21.63
Total length of branches owned by this company.....	728.61	748.70
Total length of branches owned by this company in Dakota.....		88.20
Total length of branches owned by this company in Minnesota..		160.04
Total length of branches owned by this company in Wisconsin..		365.31
Total length of branches owned by this company in Nebraska...		117.71
Total length of branches owned by this company in Iowa.....		17.44
Total length of road belonging to this company.....	1,295.51	1,315.59
Total length of road belonging to this company in Dakota.....	88.37	88.20
Aggregate length of sidings and other tracks not above enumer'd	216.63	259.34
Same in Dakota.....	5.72	6.40

DESCRIPTION OF ROAD—*Continued.*

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Aggregate length of track, computed as single track, exclusive of siding.....	1,816.90	1,889.12
Same in Dakota.....	88.87	88.20
Total length of steel rails in tracks in Dakota, exclusive of sidings.....	55.05	55.05
Total length of iron rails in tracks in Dakota, exclusive of sidings	33.32	33.15
Weight per yard, steel.....50 and 56 pounds		
Weight per yard, iron.....50 pounds		
Gauge of track.....4 feet, 8½ inches		
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT—NAME, DESCRIPTION AND LENGTH OF EACH.		
St. P. M. & M. Ry., St. Paul to Minneapolis	11.40	11.40
M. & St. L. Ry., Minneapolis to Marriam Jct	27.00	27.00
Ill. Cen. R. R., LeMars to Sioux City.....	25.20	25.20
S. S. Line Ry., Superior Jct. to West Superior.....	9.87	9.87
S. S. Line Ry. of Minn., Rice's Point to Duluth.....	2.60	2.60
N. E. Nebraska R. R., Wayne to Randolph.....	21.63	.....
Eau Claire Ry., West Eau Claire to Shaw's Mill.....	.....	2.74
Total length of above roads.....	97.70	78.81
Total length of above roads in other states, (specifying each)....		
Total length of above roads in Minnesota.....	.....	41.00
Total length of above roads in Wisconsin.....	.....	12.61
Total length of above roads in Iowa.....	.....	25.20
If any part of the road was first opened for operation during the past year, state the date.		
December 19th.....	1.87 miles	
Total miles of road operated by this company.....	1,898.21	1,894.40
Total miles of road operated by this company in Dakota.....	88.20	88.20

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company	224	238
Same in Dakota	9	10
Number of stations on all roads operated by this company	226	244
Same in Dakota	9	10
Number of telegraph offices in stations in Dakota	9	9

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company, approximated	5,896	5,108
Same in Dakota	459	109
Amount paid employes, including officials, on all roads operated by this company	\$ 2,714,424 78	\$ 3,007,154 27
Same in Dakota, approximated	230,997 55	59,241.60

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden truss bridges over 100 feet in length	2	220	8	306
Combination bridges over 100 feet in length	8	370	2	400
Iron bridges over 100 feet in length	1	154	1	150
Wooden trestle and pile	69	10,510	157	11,928
ARCH CULVERTS AND VIADUCTS IN DAKOTA.				
With 20 feet opening or more .....	.....	.....	1	.....
Less than 20 feet opening .....	.....	.....	7	.....
BOX CULVERTS IN DAKOTA.				
Timber	101	.....	35	.....
RENEWAL OF BRIDGES AND CULVERTS IN DAKOTA.				
Amount of timber used in renewals of wooden bridges during the year (feet B. M.) .....	.....	21,890	.....	20,000

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

Give the average number of years the trestle and pile bridges last on your road in Dakota. Ten years.

Give the average number of years that wooden truss bridges last on your road in Dakota. Ten years.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota.....	11	12
Average length of sections.....	7	7.1
Average number of men in each section gang.....	4	5
Number of new ties laid in track during the year in Dakota.....	16,822	23,071
Average number of new ties per mile of road.....	301	262
What is the average number of years that iron rails last in your track on branches in Dakota.....	12	12
What is the average number of years that ties last in your track in Dakota.....	8	6

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

C. & N. W. R. R. at Salem.

B. C. R. & N. R. R. at Sioux Falls.

C. M. & St. P. R. R. at Sioux Falls.

Illinois Central R. R. at Sioux Falls.

Number of highway crossings at grade, 105.

Number of highway crossings over railroad, 1.

Number of highway bridges 18 feet above track, 1,

ROLLING STOCK.

ROLLING STOCK.	LEASED.	OWNED.	TOTAL.
Number of locomotives....		227	227
Number of passenger cars.....		92	92
Number of baggage, mail and express cars.....		51	51
Number of parlor and sleeping cars.....		4	4
Number of dining cars.....		2	2
Number of box freight cars.....	470	5,017	5,487
Number of stock cars.....		410	410
Number of platform and coal cars.....		2,147	2,147
Number of other cars.....		125	125
Total number of cars.....	470	7,848	8,318

ROLLING STOCK—*Continued.*

Maximum weight of locomotives and tenders, 89 tons.
 Average weight of locomotives and tenders, 68 tons.
 Number of locomotives equipped with train brake, 135.
 Kind of brake, Westinghouse automatic.
 Maximum weight of passenger cars, 29 tons.
 Average weight of passenger cars, 27 tons,
 Number of cars equipped with train brake, 157.
 Kind of brake, Westinghouse automatic.
 Number of passenger cars equipped with Miller platform and buffer, 157.
 The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars,
 by engine of given weight. Not known.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year.....	1,789,796	1,905,872
Miles run by freight trains during the year.....	2,634,598	2,880,295
Miles run by switching trains during the year.....	1,177,244	1,295,485
Miles run by other trains during the year.....	498,312	410,169
Total train mileage.....	6,094,950	6,491,821
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains.....	4.77	4.58
Average weight of passenger trains exclusive of passengers, tons.....	128.90	1.22
Average number of cars in freight trains.....	19.92	18.13
Average weight of freight trains, exclusive of freight, tons.....	219.00	1.99
PASSENGER TRAFFIC.		
Number of through passengers carried.....	149,802	174,257
Number of local passengers carried.....	1,088,884	1,197,229
Total number of passengers carried.....	1,238,686	1,371,486
Total passenger mileage, or passengers carried one mile.....	59,891,921	67,808,410
Average distance traveled by each passenger, miles.....	48.3	49.4
Average amount received from each passenger.....	\$ 1.25	\$ 1.28
Highest rate of fare per mile for any distance.....	\$.04	\$.04
Lowest rate of fare per mile for any distance.....	\$.01	\$.01
Average rate of fare per mile for all passengers.....	\$ 0.259	\$ 02.59

MILEAGE, TRAFFIC, ETC.,—Continued.

FREIGHT TRAFFIC.	Last Year.	Present Year.
Numer of tons of through freight carried.....	1,123,180	1,375,536
Number of tons of local freight carried.....	1,218,904	1,332,051
Total tons of freight carried.....	2,342,084	2,687,587
Total mileage of through freight (tons carried one mile).....	179,584,022	216,899,485
Total mileage of local freight (tons carried one mile).....	214,787,225	202,926,544
Total freight mileage, or tons carried one mile.....	394,271,247	419,826,029
Average rate per ton per mile received for through freight.....	\$.01	\$.0096
Average rate per ton per mile received for local freight.....	\$.0133	\$.0128
Average rate per ton per mile received for all freight.....	\$.0118	\$.0111
Average cost per ton per mile to move freight.....	\$.0077	\$.0063
Percentage of freight originating at, and carried to stations in Dakota, to total freight carried in Dakota. (This should not include fuel or any material for the use of the road,) approximated.....	38.20	38.87
CAR MILEAGE.		
Number of miles run by loaded freight cars east and north.....	16,247,831	17,845,586
Number of miles run by loaded freight cars west and south.....	23,221,898	24,169,176
Number of miles run by empty freight cars east and north.....	9,062,738	7,978,066
Number of miles run by empty freight cars west and south.....	2,400,747	2,887,100
Total freight car mileage.....	50,932,714	52,824,948
Percentage of empty freight cars hauled east and north to all freight cars hauled east and north.....	36	30
Percentage of empty freight cars hauled west and south to all freight cars hauled west and north.....	9	10

SPEED OF TRAINS IN DAKOTA.

AVERAGE SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops, miles per hour about.....	22½	22½
Rate of speed of freight trains, including stops, miles per hour about.....	10½	10½

TONNAGE OF ARTICLES TRANSPORTED

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	398,236	16.79	532,942	20.21
Flour.....	350,610	14.97	185,445	7.08
Provisions (beef, pork, lard, etc.).....	10,071	0.43	9,165	.35
Animals	78,460	3.35	77,253	2.98
Other agricultural products.....	99,070	4.23	78,535	2.98
Lumber and forest products.....	609,879	26.04	645,508	24.81
Coal.....	191,536	8.17	298,157	10.92
Plaster, lime and cement.....	28,908	1.23	32,518	1.23
Salt.....	10,773	0.46	8,208	.31
Petroleum and oil.....	47	0.01	4,662	.18
Iron, steel and castings.....	41,639	1.78	90,836	3.67
Stone and brick.....	144,038	6.15	134,748	5.11
Manufactures—articles shipped from point of production	37,473	1.60	1,275	.05
Merchandise and other articles not enumerated above..	469,394	14.79	533,337	20.22
Total tons carried.....	2,342,084	100.00	2,637,587	100.00

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	3,940	26.70	23,815	68.37
Flour.....	2,209	14.97	242	.68
Provisions (beef, pork, lard, etc.)... ..	63	.43	339	.97
Animals.....	494	3.35	923	2.65
Other agricultural products.....	624	4.23	740	2.12
Lumber and forest products.....	2,380	16.13	463	1.33
Coal.....	1,205	8.17	65	.18
Plaster, lime and cement.....	181	1.23	44	.13
Salt.....	68	.46	9	.03
Petroleum and oil.....	.....	.....	51	.15
Iron, steel and castings.....	263	1.78	34	.10
Stone and brick.....	908	6.15	4,430	12.86
Manufactures—articles shipped from point of production	286	1.60	.....	.....
Merchandise and other articles not enumerated above..	2,134	14.80	6,933	10.43
Total tons carried.....	14,755	100.00	34,888	100.00

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

American Express Company in Dakota. They make their own rates and pay this company a pro rata. They do a regular express business; we take their freight at the depot; it is handled by their own employees.

SLEEPING CARS.

Do sleeping, parlor, or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

No sleeping, parlor or dining cars run on the company's road in Dakota

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota, and on what terms of service?

Rates fixed by the Post Office Department, based on weight of mails, taken every few years.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

One-half of 88.20 miles.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

Western Union Telegraph Company, one-half of 88.20 miles.

REPORT OF ACCIDENTS—YEAR ENDING JUNE 30, 1888.

INJURED.

Date.	Name and Occupation.	Place.	Cause of Accident.	Character of Injury.
7, 21, '87	J. W. Hill, fireman	Spencer	Getting down into well	Ankles sprained.
11, 22, '87	Con. Collins, brakem'n	"	Coupling cars	Fingers bruised.
12, 24, '87	C. Hurning, "	Fulton	" "	" lacerated.
6, 11, '88	J. R. Ellis, foundrym'n	Sioux Falls	Walking on track	Bruised.

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.
Coupling cars.....	2	.....
Miscellaneous.....	1	.....
Trespassers on track.....	1
Total.....	3	1

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons injured during the year.....	4
Number of casualties purely accidental during the year.....	1
Number resulting from lack of caution, carelessness, or misconduct.....	2
Number of trespassers on track injured.....	1

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, M. Hughitt, Chicago, Ill.; *Vice-President*, M. L. Sykes, New York, N. Y.; *Secretary*, E. E. Woodman, Hudson, Wis.; *Treasurer*, M. L. Sykes, New York, N. Y.; *General Manager*, G. W. Winter, St. Paul, Minn.; *General Superintendent*, W. A. Scott, St. Paul, Minn.; *General Traffic Manager*, F. B. Clark, St. Paul, Minn.; *Division Superintendents*—J. McCabe, Paul, Minn.; H. Spencer Mankato, Minn., H. S. Jaynes, Omaha, Neb.; *Chief Engineer*, C. W. Johnson, St. Paul, Minn.; *Superintendent of Telegraph*, H. C. Hope, St. Paul, Minn.; *Auditor*, L. A. Robinson, St. Paul, Minn.; *General Passenger Agent*, T. W. Teasdale, St. Paul, Minn.; *General Freight Agent*, J. T. Clark, St. Paul, Minn.; *General Counsel*, J. H. Howe, St. Paul, Minn.

DIRECTORS.

M. Hughitt, Chicago, Ill.; M. L. Sykes, New York, N. Y.; G. W. Winter, St. Paul, Minn.; J. M. Whitman, Chicago, Ill.; J. H. Howe, St. Paul, Minn.; J. A. Humbird, Hudson, Wis.; Albert Keep, Chicago, Ill.; C. Vanderbilt, New York, N. Y.; W. K. Vanderbilt, New York, N. Y.; H. McK. Twombly, New York, N. Y.; C. M. Depew, New York, N. Y.; D. P. Kimball, Boston, Mass.; W. L. Scott, Erie, Pa.

Date of annual meeting of stockholders—First Saturday after first Thursday in June.

Fiscal year of Company ends, December 31st.

General offices of the company are located at St. Paul, Minn.; Hudson, Wis.; 52 Wall street, New York.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY, } ss.

G. W. Winter, and L. A. Robinson, of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1888, to the best of their knowledge and belief.

[Signed,]

E. W. WINTER,

L. A. ROBINSON.

Subscribed and sworn to before me this 14th day of September, A. D. 1888.

[SEAL.]

GEO. A. HAMILTON,
Notary Public.

REPORT

OF THE

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1888.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association.....\$21,000,000 00	
Amount authorized by vote of the company.....\$21,000,000 00	
Amount of common stock issued.....	\$14,000,000 00
Amount of preferred stock issued, and condition of preferment..	7,000,000 00
Total amount paid in, as per books of the company, including stock of proprietary lines.....	\$21,000,000 00

Amount of stock per mile of road.....\$ 26,870 40

Amount of stock representing the road in Dakota..... 2,645,708 68

DEBT.

DEBT.	Present Year.	Last Year.
FUNDED DEBT AS FOLLOWS:		
13,258 bonds due July 1, 1888, rate of interest 5 per cent.....	\$13,258,000 00
Amount of interest paid on same during the year.....\$339,752 91
Total amount of funded debt.....	\$13,258,000 00

The authorized issue of the consolidated bonds is \$21,000,000.00.

\$14,290,000.00 to be exchanged for the bonds of the old companies, the latter to be retired and cancelled.

\$13,258,000.00 of bonds only issued, leaving \$7,747,000.00 to complete the construction of 800 miles of road.

DEBT—Continued.

DEBT.	Last Year.	Present Year.
FLOATING DEBT.		
Incurred for construction.....		\$ 2,086,319 45
Total amount of floating debt.....		2,086,319 45
Total amount of debt liabilities.....		\$ 15,289,319 45
Amount of debt per mile of road.....		19,427 05
Amount of debt representing the road in Dakota.....		1,927,163 36
Total amount of stock and debt.....		36,289,319 45
Amount of stock and debt per mile of road.....		46,088 11
Amount of interest paid representing the road in Dakota.....		42,825 63

COST OF ROAD AND EQUIPMENT.

Construction of road and branches (not reported separately).	Last Year.	Present Year.
Cost of Aberdeen, Bismarck & Northwestern railway to date....		\$ 5,394,224 09
Grading.....		3,688,067 63
Bringing and masonry.....		1,077,776 79
Superstructure, including rails.....		4,636,979 13
Land, land damages and fences.....		484,927 19
Passenger and freight stations, coal sheds and water stations....		748,598 50
Engine houses, car sheds, and turn-tables.....		102,350 30
Machine shops, including machinery and tools.....		
Interest paid during construction, discounts, etc.....		17,205,965 15
Engineering, agencies, salaries, and other expenses during construction.....		314,986 07
All other items charged to construction not enumerated above....		1,317,855 95
Telegraph line.....		94,390 56
Total expended for construction.....		\$ 85,065,521 36
Average cost of construction per mile of road (not including the A. B. & N. W.) 787 miles.....		\$ 37,701 77
Proportion of cost of construction for Dakota.....		3,064,125 30
Locomotives.....		499,051 11
Snow-plows on wheels.....		5,831 56
Passenger, mail, baggage and express cars.....		81,081 39
Freight and other cars.....		1,336,768 34
Wrecking cars, pile drivers and tools.....		83,586 16
Total for equipment.....		\$ 1,956,218 56

COST OF ROAD AND EQUIPMENT—*Continued.*

Construction of road and branches (not reported separately).	Last Year.	Present Year.
Average cost of equipment per mile of road operated by company (787 miles)		\$ 2,485 66
Proportion of cost of equipment for Dakota.....		246,493 54
Total cost of road and equipment.....		\$ 37,021,739 92
Average cost of road and equipment per mile (788.89 miles) excluding cost of A. B. & N. W. Ry to date.....		\$ 40,172 13
Proportion of cost of road and equipment for Dakota, excluding cost of A. B. & N. W. Ry to date.....		3,310,608 84
Average cost of road and equipment per mile in Dakota (99.2) excluding cost of A. B. & N. W. Ry to date.....		33,373 60

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From local passengers .....\$167,901 61		
From through passengers..... 7,204 66		
From all passengers		\$175,106 27
From express and baggage.....		8,913 23
*From mails.....		23,004 92
From other sources, passenger department		1,378 65
Total earnings, passenger department		\$208,903 07
Earnings per train mile run 448,028 miles ....\$0.47		
EARNINGS, FREIGHT.		
From through..... \$518,160 28		
From other sources, freight department 2,376 49		
Total earnings, freight department.....		\$521,086 68
Earnings per train mile run 446,222 miles ....\$1.17		
Total transportation earnings.....		\$729,989 75
Transportation earnings per train mile run, from all trains earning revenue .....894,250 miles....\$0.82		
Earnings per mile of road operated.....787.4 miles ..\$972.75		
Rents received for use of stations, buildings, etc.....		6,591 89
Car mileage (credit balances)		3,059 08
Earnings from all other sources.....		23,350 42
Miscellaneous earnings.....\$ 1,535 16		
Elevator earnings..... 17,555,56		
Telegraph earnings..... 4,259 70		
Total earnings from all sources.....		\$762,940 64
Proportion of earnings for Dakota.....\$33,611.21		

*Includes \$2,929.35 earnings prior to July, 1887.

EXPENSES OF OPERATING ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED
TO OPERATING EXPENSES.)

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track.....	\$ 100,468 84
Renewal of rails.....	83 66
Renewal of ties.....	118 17
Repairs of bridges, including culverts and cattle guards.....	5,613 96
Repairs of fences, road crossings and signs.....	1,064 11
Repairs of buildings, sections and water tanks.....	2,054 68
Total.....	\$ 109,398 42
CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repair of shop tools and machinery.....	\$ 657 66
Repairs of locomotives.....	32,113 52
Repairs of passenger cars.....	14,092 03
Repairs of freight cars.....	26,245 16
Total.....	73,108 39
CLASS III.—CONDUCTING TRANSPORTATION.		
Fuel for locomotives.....	\$ 111,441 68
Water supply.....	12,086 99
Oil and waste.....	6,738 09
Locomotive service.....	66,520 02
Passenger train service.....	20,846 81
Passenger train supplies.....	2,579 04
Mileage of passenger cars (debit balance).....	556 84
Freight train service.....	34,009 28
Freight train supplies.....	2,336 83
Mileage of freight cars (credit balance).....	15,949 45
Telegraph expenses (maintenance and operating).....	10,828 76
Damage and loss of freight and baggage.....	276 67
Damage to property and cattle.....	3,531 16
Personal injuries.....	1,847 58
Agents and station service.....	53,001 69
Station supplies.....	5,161 58
Total.....	\$ 315,813 57

EXPENSES OF OPERATING—*Continued.*

CLASS IV.—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks.....		\$ 24,150 11
Legal expenses.....		8,840 48
Office and clerical expenses.....		38,944 26
Insurance.....		5,701 53
Stationery and printing.....		13,088 89
General expenses.....		8,516 27
Outside agencies and advertising.....		3,985 74
Terminal charges.....		47,117 62
Contingencies.....		3,700 99
Elevator expenses.....		32,626 07
Taxes in Dakota..... { \$ 470 72 }	Total taxes,	5,120 72
Taxes in other States..... { \$ 4,650 00 }		
Total.....		\$ 186,742 18

RECAPITULATION OF EXPENSES.

RECAPITULATION OF EXPENSES.	Last Year.	Present Year.
Maintenance of way and buildings.....		\$ 109,398 42
Maintenance of motive power and cars.....		73,108 89
Conducting transportation.....		315,813 57
General expenses, including taxes.....		186,742 18
Total operating expenses and taxes.....		\$ 685,062 56
Operating expenses and taxes per mile of road operated, 787.4 miles.....		870 03
Operating expenses and taxes per train mile run, for trains earning revenue, 894,250 miles.....		77
Proportion of operating expenses and taxes for Dakota.....		60,569 44
Expenses of running and management of passenger trains.....		53,281 02
Expenses of running and management of passenger trains per train mile.....		13
Expenses of running and management of freight trains.....		140,506 75
Expenses of running and management of freight trains per train mile.....		31
Expenses of running and management of all trains earning revenue.....		196,786 77
Percentage of expenses to earnings.....		88

GENERAL EXHIBIT.

GENERAL EXHIBIT.	Last Year.	Present Year.
Total earnings.....	\$ 762,940 64
Total expenses, including taxes.....	685,062 56
Net earnings.....	77,878 08
Income from International Bridge stock .....\$65,820 10
" " Interest and discount 875 00	66,195 10
Interest on funded debt.....	530,896 67
Interest paid on funded debt.....	339,752 91
Interest falling due during the year and not paid	190,648 76
Balance for the year—deficit	386,323 49
Balance at commencement of the year—deficit.....	6,099 48
Balance at the close of the year, June 30, 1888—deficit.....	392,422 97

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings.....	\$ 762,940 64
Income from other sources.....	66,195 10
Total income from all sources for the year	\$ 829,135 74
Proportion of income for Dakota.....	41,951 79

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income.....	\$ 829,135 74
Total operating expenses and taxes.....	685,062 56
Net income above operating expenses and taxes.....	144,073 18
Net income above operating expenses, taxes, interest and rental deficit.....	386,323 49
Gross income per train mile run, 894,250 miles.....	0 93
Net income per train mile run, 894,250 miles—deficit.....	0 43

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year—deficit.....	\$ 6,099 48
Surplus at the close of the year—deficit.....	892,222 97

GENERAL BALANCE SHEET.

DR.

Cost of road and equipment, 787.889 miles.....	\$ 81,627,515 88
“ “ Aberdeen, Bismarck & Northwestern R'y to date	5,894,224 09
Trustees (Treasury stock)	533,400 00
Material and supplies on hand.....	236,841 56
Income account (profit and loss).....	892,422 97
Advances	57,522 98
Due from—	
Various persons and bills receivable.....	80,512 12
Agents, conductors and foreign roads	65,759 27
U. S. Post Office Department	18,108 70
Other debit balances	6,478 01
Cash on hand	86,986 91
Total.....	\$ 88,494,217 89

GENERAL BALANCE SHEET.

CR.

Capital stock.....	\$ 21,000,000 00
First mortgage bonds	18,258,000 00
Income certificates	1,750,000 00
Bills payable.....	1,426,201 84
Audited vouchers and pay rolls unpaid.....	871,782 56
Other credit balances.....	2,689 78
Accrued interest	190,648 76
Total	\$ 38,494,217 89

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road from Boynton, D. T., to St. Ste Marie, Mich.....		777.9
Length main line of road in Dakota.....		99.2
Length main line of road in Minnesota.....		228.9
Length main line of road in Wisconsin.....		262.7
Length main line of road in Michigan.....		191.7
Total length of branches owned by this company.....		9.5
Total length of road belonging to this company.....		787.4
Total length of road belonging to this company in Dakota.....		99.2
Total length of steel rails in tracks in Dakota, exclusive of sidings.....		99.2
Weights per yard, steel.....60 lbs		
Gauge of track.....4 feet, 8½ inches		

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company.....		202
Same in Dakota.....		21
Number of stations on all roads operated by this company.....		202
Same in Dakota.....		21
Number of telegraph offices in stations in Dakota.....		9

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company.....		1,677
Same in Dakota.....		49
Amount paid employes, including officials, on all roads operated by this company per month.....		\$ 85,000 00
Same in Dakota, average per month.....		45 96

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden trestle and pile.....	58	4,086
BOX CULVERTS IN DAKOTA.				
Timber	144	5,397

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota	10
Average length of sections, miles	7
Average number of men in each section gang.....	4

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

Chicago, Milwaukee & St. Paul R. R. at 192 miles from Minneapolis.

" " " " " " at 249 " " "

" " " " " " at 289 " " "

St. Paul, Minneapolis & Manitoba R. R. at 209 miles from Minneapolis.

Chicago & Northwestern R. R. at 285 miles from Minneapolis.

Number of highway crossings at grade..... 38

ROLLING STOCK.

ROLLING STOCK.	Leased.	Owued.	Total.
Number of locomotives.....	58	58
Number of passenger cars and combinations.....	13	13
Number of baggage, mail and express cars.....	8	8
Number of parlor and sleeping cars.....
Number of dining cars.....
Number of box freight cars.....	1,765	1,765
Number of stock cars.....	25	25
Number of platform and coal cars.....	926	926
Number of other cars.	88	88
Total.....	2,775	2,775

ROLLING STOCK—*Continued.*

Maximum weight of locomotives, 40 tons.
 Average weight of locomotives, 38 tons.
 Number of locomotives equipped with train brake, 52.
 Kind of brake, Westinghouse air brake.
 Maximum weight of passenger cars, 31 tons.
 Average weight of passenger cars, 28 tons.
 Number of cars equipped with train brake, 23.
 Kind of brake, Westinghouse air brake.
 Number of passenger cars equipped with Miller platform and buffer, 29.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year.....		448,028
Miles run by freight trains during the year.....		446,222
Miles run by other trains during the year.....		139,946
Total train mileage.....		1,084,196
CARS AND WEIGHT OF TRAINS.		
Average number of cars in freight trains.....		17
PASSENGER TRAFFIC.		
Number of through passengers carried.....		3,282
Number of local passengers carried.....		155,557
Total number of passengers carried.....		158,839
Total passenger mileage, or passengers carried one mile.....		5,823,275
Average distance traveled by each passenger, miles.....		36.6
Average amount received from each passenger.....		\$ 1.10
Highest rate of fare per mile for any distance.....		\$.04
Lowest rate of fare per mile for any distance (construction laborers)		\$.005
Average rate of fare per mile for all passengers		\$.08
FREIGHT TRAFFIC.		
Total tons of freight carried.....		298,683
Total mileage of through freight (tons carried one mile).....		41,761,712
Average rate per ton per mile received for through freight.....		\$ 1 24
Average rate per ton per mile received for local freight.....		\$ 1 24
Average per ton per mile received for all freight.....		\$ 1 24

MILEAGE, TARIFF, ETC.—Continued.

CAR MILEAGE.	Last Year.	Present Year.
Number of miles run by loaded freight cars east and south.....	2,619,932
Number of miles run by loaded freight cars west and north.....	2,226,204
Number of miles run by empty freight cars east and south.....	921,749
Number of miles run by empty freight cars west and north.....	1,228,788
Total freight car mileage.....	6,991,618
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south.....	26
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north.....	35

SPEED OF TRAINS IN DAKOTA.

MAXIMUM SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops, per hour.....	26
Rate of speed of freight trains, including stops, per hour.....	15

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	60,635	20.30
Flour.....	35,208	11.79
Provisions (beef, pork, lard, etc.).....	154	.05
Animals.....	1,788	.58
Other agricultural products.....	14,560	4.87
Lumber and forest products.....	129,908	43.30
Coal.....	12,596	4.22
Plaster, lime and cement.....	779	.26
Salt.....	302	.10
Petroleum and oil.....	62	.02
Iron, steel and castings.....	731	.25
Stone and brick.....	5,202	1.74
Manufactures—articles shipped from point of production.....	1,971	.66
Merchandise and other articles not enumerated above..	35,437	11.86
Total tons carried.....	298,688	100.00

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	14,804	45.20
Flour.....
Provisions (beef, pork, lard, etc.)	24	.....
Animals.....	195	.6
Other agricultural products.....	2,176	6.70
Lumber and forest products.....	11,591	35.40
Coal.....	1,154	3.60
Plaster, lime and cement.....	16	.40
Salt	98	
Petroleum and oil.....	18	
Iron, steel and castings.....	11	.....
Stone and brick.....	
Manufactures—articles shipped from point of production	588	
Merchandise and other articles not enumerated above..	2,114	6.40
Total tons carried.....	32,744	100.00

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

American Express Company; one and one-half first-class rates on merchandise, first-class rates on beer; we take freight at depots.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Dakota, and on what terms of service?

Minneapolis to Fairmount, \$47.68 per mile per annum. Fairmount to Oakes, \$38.99 per mile per annum.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

99.7.

REPORT OF ACCIDENTS—YEAR ENDING JUNE 30, 1888.

KILLED.

Date.	Name and occupation.	Place.	Cause of accident.	Character of injury.
1887.				
July 6	Wm. Hanson, laborer	Lidgerw'd	Own carelessness.	Breast and lungs injured.
Sept. 23	{ Frank Nolan, brake- man. }	Hankinson	Own carelessness.	Hand injured
1888.				
Feb. 8	{ Frank Kessrow, } brakeman.	Lidgerw'd	Own carelessness.	Fingers injured.
May 29	{ Erick Loneberg, la- borer. }	Fullerton	Unavoidable.	Hip injured.
June 14	Guy Wilson, laborer	Lidgerw'd	Unavoidable.	Leg broken.
June 14	John Berheim, laborer	Lidgerw'd	Unavoidable.	Leg broken.

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.
Coupling cars	2	.....
Miscellaneous	4	.....
Total	6	.....

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons injured during the year	6
Number of casualties purely accidental during the entire year	3
Number resulting from lack of caution, carelessness or misconduct	3

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, W. D. Washburn, Minneapolis, Minn.; *Vice-President*, Thos. Lowry, Minneapolis, Minn.; *Secretary*, M. P. Hawkins, Minneapolis, Minn.; *Treasurer*, C. H. Pettit, Minneapolis, Minn.; *General Manager*, F. D. Underwood, Minneapolis, Minn.; *Division Superintendents*, H. W. Hamilton, E. Pennington, Minneapolis, Minn.; *Chief Engineer*, W. W. Rich, Minneapolis, Minn.; *Superintendent of Telegraph*, C. F. Clement, Minneapolis, Minn.; *Auditor*, C. W. Gardner, Minneapolis, Minn.; *General Passenger Agent*, Jno. G. Taylor, Minneapolis, Minn.; *Traffic Manager*, H. L. Shute, Minneapolis, Minn.; *General Solicitor*, J. D. Springer, Minneapolis, Minn.

DIRECTORS.

W. D. Washburn, Minneapolis, Minn.; John Martin, Minneapolis, Minn.; J. S. Pillsbury, Minneapolis, Minn.; H. E. Fletcher, Minneapolis, Minn.; Thomas Lowry, Minneapolis, Minn.; C. H. Pettit, Minneapolis, Minn.; O. C. Merriman, Minneapolis, Minn.; J. C. Oswald, Minneapolis, Minn.; Chas. J. Martin, Minneapolis, Minn.; Wm. H. Eustis, Minneapolis, Minn.; M. B. Koon, Minneapolis, Minn.; R. B. Langdon, Minneapolis, Minn.

Date of annual meeting of stockholders—Third Tuesday in September.

General offices of the company are located at Minneapolis, Minn.

STATE OF MINNESOTA, }
COUNTY OF HENNEPIN, } ss.

We, the undersigned, F. D. Underwood, general manager, and C. W. Gardner, auditor, of the Minneapolis, St. Paul & Sault Ste Marie Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1888, to the best of their knowledge and belief.

[Signed]

F. D. UNDERWOOD,
C. W. GARDNER.

Subscribed and sworn to before me, this fifteenth day of September, A. D. 1888.

[SEAL.]

C. D. HAMMOND,
Notary Public.

REPORT

OF THE

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1888.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association.....\$10,000,000 00	\$ 10,000,000 00	
Amount authorized by vote of the company..... 30,000,000 00	30,000,000 00	
Amount issued, number of shares, 55,000 am't paid in	55,000 00	
Amount of common stock issued.....	5,500,000 00	\$ 5,500,000 00
C. R., I. T. & N. W. Ry., authorized by articles of incorporation \$ 2,000,000		
By vote of the company.....\$18,000,000		
Number of shares issued..... 6,050	605,000 00	605,000 00
Ia. C. & Wn. Ry. authorized by articles of incorporation..... \$ 2,000,000		
Number of shares issued	600,000 00	600,000 00
C. R. & Cl. Ry. authorized by articles of incorporation..... \$ 2,000,000		
Number of shares issued	300,000 00	300,000 00
Chic., Dec. & Minn. Ry., authorized by articles of incorporation \$ 2,000,000		
Number of shares issued	230,000 00	230,000 00
Total amount paid in, as per books of the company.....	7,235,000 00	\$ 7,235,000 00
Amount of stock per mile of road.....	\$	7,168 68
Total number of stockholders.....		412

What date did your road enter territory? About November 1, 1884.

DEBT.

DEBT.	Last Year.	Present Year.
FUNDED DEBT AS FOLLOWS:		
First Mortgage bonds due June 1906, rate of interest 5 per cent..	\$ 6,500,000 00	\$ 6,500,000 00
Amount of interest paid on same during the year..... \$825,000 00	.....	.....
M. & St. L. first mortgage bonds due June, 1927, at 7 per cent, \$150,000 00	.....	.....
Interest on same..... \$ 10,500 00	.....	.....
Ia. City & Wn. Ry., first mortgage bonds due June, 1909, at 7 per cent..... \$ 584,000 00	.....	.....
Interest on same..... \$ 40,880 00	.....	.....
C. R., I. F. & N. W. Ry., first mortgage bonds due April, 1920 at 6 per cent..... \$825,000 00	.....	.....
Interest on same..... \$49,500 00	.....	.....
C. R., I. F. & N. W. Ry., first mortgage due October, 1921, at 5 per cent..... \$ 1,905,000 00	.....	.....
Interest on same..... \$ 95,250 00	.....	.....
*Consolidated Ry., first mortgage bonds due April, 1934 at 5 per cent..... \$4,943,000 00	.....	.....
Interest on same..... \$ 248,570 00	.....	.....
Total bonded indebtedness on leased lines.....	8,464,000 00	8,464,000 00
Total amount of funded debt.....	\$ 6,500,000. 00	\$ 14,964,000 00
FLOATING DEBT.		
Incurred for vouchers and pay rolls.....	\$ 240,180 51	\$ 173,166 97
Contingent liability as guarantor of bonds and debts of other roads.....	\$ 8,280,000 00	8,464,000 00
B., C. R. & N. Ry.....	6,500,000 00	6,500,000 00
Total amount of debt liabilities.....	\$ 15,020,180 51	\$ 15,137,166 97
Amount of debt per mile of road.....	14,614 00	14,809 43
Amount of debt representing the road in Dakota, on mileage basis	1,209,454 64	1,225,628 42
Total amount of stock and debt.....	22,255,130 51	22,372,166 97
Amount of stock and debt per mile of road.....	21,653 38	21,887 79
Amount of interest paid representing the road in Dakota,.....	58,361 25	62,072 00

*On July 1, 1888, the first mortgage on the Consolidated Railway is \$5,000,000.00.

COST OF ROAD AND EQUIPMENT.

COST OF ROAD AND EQUIPMENT.	Last Year.	Present Year.
Construction of road and branches (not reported separately).....	\$ 19,455,875 65	\$ 19,981,106 71
Grading	182,872 69	10,074 69
Bridging and masonry	26,009 25	4,122 59
Superstructure, including rails	281,324 51	32,000 00
Passenger and freight stations, coal sheds and water stations....	31,118 38	10,510 32
Machine shops, including machinery and tools .....	.....	8,260 00
Engineering, agencies, salaries and other expenses during construction.....	7,963 33	.....
All other items charged to construction not enumerated above...	29,485 47	9,538 63
Total expended for construction.....	\$ 19,981,106 71	\$ 20,055,612 94
Average cost of construction per mile of road.....1,009.54 miles	.....	19,621 39
Proportion of cost of construction for Dakota on mileage basis..	.....	1,628,766 23
Locomotives	1,085,970 32	1,085,970 32
Snow plows on wheels.....	1,932 90	1,932 90
Passenger, mail, baggage and express cars	342,720 95	345,360 95
Freight and other cars	2,042,921 46	2,068,421 54
Wrecking cars, pile drivers and tools.....	1,769 21	1,769 21
Total for equipment.....	3,425,814 84	3,453,454 84
Average cost of equipment per mile of road operated by company, 1,046.4 miles.....	.....	3,300 32
Proportion of cost of equipment for Dakota on.....82.76 miles	.....	273,134 48
Total cost of road and equipment.....	\$ 23,406,421 55	\$ 23,509,067 78
Average cost of road and equipment per mile; equipment, 1,046.4 miles; construction, 1,009.54 miles.....	22,773 54	22,921 71
Proportion of cost of road and equipment for Dakota.....	1,884,738 17	1,897,001 54
Average cost of road and equipment per mile in Dakota, 82.76 miles.....	22,773 54	22,921 71

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN
INCREASED DURING THE YEAR.

	Last Year.	Present Year.
Grading.....	\$ 182,672 69	\$ 10,074 69
Bridging and masonry.....	26,009 25	4,122 59
Superstructure, including rails.....	231,524 51	32,000 00
Land, land damages and fences.....	4,241 97	.....
Passenger and freight stations, coal sheds and water stations..	31,118 38	10,510 32
Engine houses, car sheds and turn-tables.....	12,615 46	.....
Machine shops, including machinery, tools, etc.....	.....	8,260 00
Engineering, agencies, salaries and other expenses during construction.....	7,063 33	9,538 63
Purchase of other roads (specifying same) and all particulars,		
Right of way, Sioux Falls branch.....	23,962 33	.....
Right of way, C. R., I. F. & N. W. Ry.....	3,752 00	.....
Right of way, C. R. & Clinton Ry.....	1,766 14	.....
Right of way, Chicago, Decorah & Minn. Ry.....	25 00	.....
Total for construction.....	\$ 525,431 06	\$ 74,506 23
EQUIPMENT.		
Locomotives.....	\$ 11,243 81	.....
New snow plows.....	521 05	.....
Passenger, mail, baggage and express cars..... 1	.....	2,640 00
Freight and other cars..... 60	.....	25,500 00
Total for equipment.....	.....	28,140 00
Any other expenditures charged to property account,		
B. C. R. & N. Ry.....	7,771 32	4,717 81
Real estate.....	3,257 27	9,720 40
Total expenditures charged to property account.....	\$ 565,815 86	\$ 117,084 44
Amount of land aid by which property accounts have been reduced .....	.....	108,365 73
Net addition to property account for the year.....	565,815 86	117,084 44

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From local passengers	\$ 390,777 27	\$ 399,084 27
From through passengers.....	300,551 79	301,720 61
From all passengers	\$ 691,329 06	\$ 699,754 88
From express and baggage.....	56,160 00	56,600 00
From mails.....	71,927 52	90,355 92
Total earnings, passenger department.....	\$ 809,416 58	\$ 846,710 80
EARNINGS, FREIGHT.		
From local.....	\$ 683,998 25	568,535 70
From through.....	1,542,533 19	1,162,726 79
Total earnings, freight department.....	\$ 2,226,531 44	\$ 2,081,262 49
Earnings per train mile run, 1,655,492 miles..... \$ 1 22.7		
Total transportation earnings.....	3,086,148 02	2,877,973 29
Earnings per train mile run, from all trains earning revenue, 2,740,834 miles..... \$ 1.05		
*Earnings per mile of road operated, 1,046.4 miles.... \$ 2,750.35		
Proportion of earnings for Dakota	\$ 84,901.66	85,039 32
Rents received for use of road.....	4,200 00	4,200 00
Receipts from all other sources.....	34,183 43	35,624 46
Total earnings from all sources	\$ 8,074,331 45	\$ 2,917,797 75
†Proportion of earnings for Dakota..... \$ 84,901.66		

*Tariff earnings.

†Passenger, \$12,426 96; freight, \$64,405 68; express, \$2,183; mail, \$5,930 52.

EXPENSES OF OPERATING THE ROAD FOR YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED
TO OPERATING EXPENSES.)

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track.....	\$ 880,823 56	\$ 378,907 60
Renewal of rails.....	64,487 56	19,058 49
No. tons laid, steel 17.30		
Renewal of ties	99,192 89	91,122 77
Repairs of bridges, including culverts and cattle-guards.....	80,125 34	109,044 58
Repair of fences, road crossings and signs.....	21,506 57	21,685 84
Repair of buildings, sections and water tanks.....	38,480 98	43,896 64
Total.....	\$ 684,698 90	\$ 663,710 42
CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of locomotives.....	129,348 08	138,980 21
Repair of passenger cars.....	36,526 90	31,538 30
Repair of freight cars.....	121,083 27	121,181 84
Total.....	\$ 286,958 25	\$ 291,600 35
CLASS III.—CONDUCTING TRANSPORTATION.		
Fuel for locomotives.....	\$ 196,060 85	\$ 196,119 65
Water supply	17,854 36	21,781 41
Oil and waste.....	24,067 18	21,684 44
Locomotive service.....	227,277 95	223,270 80
Passenger train service.....	42,518 83	42,449 30
Passenger train supplies	14,786 50	18,314 01
Mileage of passenger cars (debit balance).....	14,646 59	11,925 23
Freight train service.....	139,646 76	127,026 98
Freight train supplies.....	13,224 60	12,721 89
Sundries		12,060 82
Telegraph expenses (maintenance and operating).....	55,861 34	59,410 44
Damage and loss of freight and baggage.....	3,583 05	6,528 94
Damages to property and cattle.....	16,826 33	11,445 84
*Personal injuries.....	18,727 27	755 83
Agents and station service	150,849 36	150,682 18
Station supplies	24,470 73	26,005 38
Total.....	\$ 960,386 70	\$ 941,783 09

*The above entry of \$48,880.24 for personal injuries, paid out during the past year is not included in the operating expenses, but is charged to profit and loss account. See balance sheet.

EXPENSES OF OPERATING, ETC.,—*Continued.*

CLASS IV.—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks.....	\$ 77,458 86	\$ 77,597 41
Legal expenses	9,272 74	7,766 62
Insurance	10,784 54	10,774 88
Stationery and printing	70,224 84	59,947 68
Contingencies	15,829 76	20,127 88
Taxes in Dakota	\$2,058 41	
Total taxes	89,127 88	77,750 00
Total.....	\$ 260,820 24	\$ 267,399 71

RECAPITULATION OF EXPENSES.

	Last Year.	Present Year.
Maintenance of way and building	\$ 684,686 90	\$ 668,710 42
Maintenance of motive power and cars.....	286,908 25	291,600 85
Conducting transportation	960,886 70	941,783 09
General expenses, including taxes.....		267,899 71
Total operating expenses and taxes.....	\$ 2,192,820 24	\$ 2,164,498 57
Operating expenses and taxes per mile of road operated, 1,046.4 miles.....		2,068 86
Operating expenses and taxes per train mile run for trains earning revenue, 2,740,384 miles.....		78.989
Proportion of operating expenses and taxes for Dakota; operating expenses on mileage basis.....	2,019,679 71	166,086 59
Expenses of running and management of passenger trains	408,992 21	397,961 86
Expenses of running and management of passenger trains per train mile,	38.872	36.68
Expenses of running and management of freight trains.....	850,840 47	885,452 06
Expenses of running and management of freight trains, per train mile	48.009	50.46
Expenses of running and management of all trains earning revenue	1,259,332 68	1,263,883 44
Percentage of expenses to earnings.....	71.821	74.18

GENERAL EXHIBIT.

GENERAL EXHIBIT.	Last Year.	Present Year.
Total earnings.....	\$ 3,074,331 45	\$ 2,917,797 75
Total expenses, including taxes.....	2,192,814 09	2,164,493 57
Net earnings.....	\$ 881,517 36	753,304 18
Rentals, specifying amount paid to each company :		
Central Iowa Ry. Co..... \$ 14,000 00	\$ 14,000 00	
Chic., R. I. & Pacific Ry. Co 1,200 00	1,200 00	
Minn. & St. L. Ry. Co..... 2,899 48	257 87	
Total rentals.....	\$ 15,457 87	\$ 18,099 48
Interest accruing during the year.....	758,855 00	769,705 00
Interest paid during the year.....	761,639 16	771,058 48
Interest paid during the year on account of the road in Dakota		46,897 50
Interest on funded debt.....	758,855 00	769,705 00
Interest paid on funded debt.....	761,639 16	771,058 48
Floating debt liquidated during the year.....	276,297 66	66,963 54
Balance for the year.....	171,677 33	35,853 78
Balance at commencement of the year.....	407,502 56	235,825 23
Balance at the close of the year, June 30, 1898.....	235,825 23	\$ 199,971 45

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
*Income from earnings.....	\$ 3,040,143 02	\$ 2,882,173 29
Income from lands sold or leased during the year.....	1,054 45	623 25
Income from other sources.....	33,128 98	35,001 21
Total income from all sources for the year.....	\$ 3,074,331 45	\$ 2,917,797 75
Proportion of income for Dakota.....\$84,901 66		

*Includes \$4,200 rental received.

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income.....	\$ 3,074,831 45	\$ 2,917,797 75
Total operating expenses and taxes.....	2,192,814 09	2,164,498 57
Net income above operating expenses and taxes.....	881,517 36	753,304 18
Deficit above operating expenses, taxes, interest and rental,....	104,420 33	85,858 78
Gross income per train mile run, 2,740,384 miles.....		1 06.4
Deficit per train mile run, 2,740,384 miles.....		1.3
Percentage of deficit to stock and debt .		.16
Percentage of deficit to cost of road and equipment ...		.152

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year.....	\$ 407,502 56	\$ 285,825 23
Surplus at the close of the year.....	285,825 23	199,971 45
Cash on hand.....	91,128 08	68,778 17
Amount absorbed in construction	525,490 06	74,506 28
Amount in material and balances from other roads.....	219,864 85	271,884 97

GENERAL BALANCE SHEET.

DR.

Capital stock authorized, \$30,000,000	issued.....	\$	5,500,000 00
Funded debt			
B., C. R. & N. Ry. bonds at 5 per cent.....	\$6,500,000		
M. & St. L. Ry. bonds at 7 per cent	150,000		
C. R., I. F. & N. W. Ry. bonds at 6 per cent.....	825,000		
C. R., I. F. & N. W. Ry. bonds at 5 per cent.....	1,905,000		
La. City & W. Ry. bonds at 7 per cent.....	584,000		
Consolidated Ry. bonds at 5 per cent	5,000,000		
			14,964,000 00
Unfunded debt;—			
Vouchers and pay rolls.....			179,166 97
Additional improvement and equipment.....			2,857,008 78
Income account:—			
Balance net earnings.....	\$1,804,901 83		
Miscellaneous receipts	85,011 21		
Lots leased and sold.....	628 25		
			1,840,525 79
Total		\$	24,894,696 49

GENERAL BALANCE SHEET.

CR.

Cost of road and equipment and property to June 30, 1888.....		\$ 14,882,092 45
Cost of leased lines June 30, 1888.....		.....
C. R. I. F. & N. W. Ry.....	\$6,211,609 88	
C. R. & Clinton Ry.....	1,277,677 82	
Chicago, Decorah & Minn. Ry.....	882,355 61	
I. C. & W. Ry.....	646,896 84	
		8,518,600 60
Coupon interest paid to June 30, 1888.....		771,058 48
Assets:—		
Railway bonds.....	\$ 505 00	
Due from railway, mail and express companies.....	77,412 48	
Due from station balances.....	40,875 48	
Due from Waverly Short Line.....	22,599 75	
Real estate.....	217,501 40	
Bills receivable.....	2,486 00	
Cash on hand.....	68,773 17	
		425,153 18
Profit and loss account, [personal injury].....		48,960 24
Material and fuel account:—		
Machinery department.....	\$ 77,454 65	
Engineers' department.....	116,967 89	
		194,422 54
Total		\$ 24,834,696 49

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
*Length main line of road from Burlington to Albert Lea.....	229.25	229.25
Branches owned by this company.		
Milwaukee division from Lewis to Postville.....	94.13	94.13
Muscatine division from Muscatine to Riverside	30.58	30.58
Pacific division from Vinton to Holland.....	48.12	48.12
Total length of branches owned by this company.....	172.83	.....
†Total length of road belonging to this company.....	1,027.79	1,027.79
Total length of road belonging to this company in Dakota.....	82.76	82.76
Aggregate length of sidings and other tracks not above enumerated	109.19	117.45
Same in Dakota	4.40	5.98
†Aggregate length of track computed as single track, exclusive of sidings	1,027.79	1,027.79
Same in Dakota	82.76	82.76
Total length of steel rails in tracks in Dakota, exclusive of sidings	82.76	82.76
Weight per yard, steel	56 lbs	
Gauge of track.....	4 ft. 8½ in	
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT—NAME, DESCRIPTION AND LENGTH OF EACH.		
Central Iowa Ry. from Manly Jct. to Northwood .....	.....	11.39
Minneapolis & St. Louis Ry. from State Line to Albert Lea, Minn. (main line).....	.....	12.57
Iowa City and Western Ry. from Iowa City to What Cheer and Montezuma .....	.....	73.02
C. R., I. F. & N. W. Ry. from Holland to Worthington, Minn. ....	.....	181.51
C. R., I. F. & N. W. Ry. from Dows to Madison .....	.....	41.07
C. R., I. F. & N. W. Ry. from Lake Park to Watertown, Dak. ....	.....	164.12
C. R., I. F. & N. W. Ry. from Iowa City to Clinton .....	.....	42.50
C. R., I. F. & N. W. Ry. from Ellsworth to Sioux Falls, Dak. ....	.....	42.52
Minn. & St. L. Ry. from Madison Jct. to Forest City, Ia.....	.....	7.22
C. R. & Clinton Ry. from Iowa City to Clinton.....	.....	81.94
Chicago, Decorah & Minn. Ry. from (near) Postville to Decorah .....	.....	23.30
Waverly Short Line from Waverly Jct. to Waverly, Ia.....	.....	5.08
Total length of above roads.....	.....	644.32

*NOTE. The 229.25 miles as stated above is not the entire length of the main line between Burlington and Albert Lea. To this should be added 11.39 miles from Manly Jct. to Northwood

DESCRIPTION OF ROAD—*Continued.*

leased from the Central Iowa Ry. and also 12.57 miles from State Line to Albert Lea, Minn., making the distance between Burlington and Albert Lea 253.21 miles.

†Exclusive of the 11.89 miles leased from the Central Iowa Ry. and 7.22 miles of the Minn. & St. L. Ry. from Madison Jct. to Forest City, jointly operated under contract with the M. & St. L. Ry. Co.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT—NAME DESCRIPTION AND LENGTH OF EACH.		
Total length of above roads in other states, (specifying each)		
IN MINNISOTA.		
Minneapolis & St. Louis Ry. from State Line to Albert Lea.....	12.57
Minneapolis & St. Louis Ry. from State Line to Worthington..	13.46
C. R., I. F. & N. W. Ry. from Minnesota state line to Dakota territory line.....	55.43
C. R., I. F. & N. W. Ry. from Ellsworth, Minn., to State Line, Minn.....	2.35
Total length of above roads in Minnesota.....	83.81
IN DAKOTA.		
C. R., I. F. & N. W. from territory line (Dakota) to Watertown.....	72.87
C. R., I. F. & N. W. from territory line (Dakota) to Sioux Falls.....	9.89
Total length of above roads in Dakota.....	82.76
Total miles of road operated by this company.....	1,046.40
Total miles of road operated by this company in Dakota.....	82.76

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company	149	152
Same in Dakota.....	9	19
Number of stations on all roads operated by this company.....	149	152
Same in Dakota	9	9
Number of telegraph offices in stations in Dakota.....	9	9

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company, approximated	2,340	2,489
Same in Dakota	93	88
Amount paid employes, including officials, on all roads operated by this company	\$ 1,341,941 25	\$ 1,346,381 96
Same in Dakota, approximated	39,060 00	36,000 00

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden truss bridges over 100 feet in length .....	.....	.....	1	118
Combination bridges over 100 feet in length	1	100	2	176
Wooden trestle and pile	69	6,176	69	6,720
BOX CULVERTS IN DAKOTA.				
Timber	156	.....	141	.....
Stone	1	.....	1	.....
Sewer pipe culverts .....	.....	.....	9	.....
CATTLE GUARDS.				
Number of in Dakota	3	.....	3	.....
RENEWAL OF BRIDGES AND CULVERTS IN DAKOTA.				
Amount of timber used in renewals of wooden bridges during the year (feet B. M.) .....	.....	.....	.....	1,114

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

LOCATION.	Kind.	Material.	When Built	Length, ft.
On Quarry Spur	Howe truss	Wood	1887-88	118
On Quarry Spur	Combination	wood&iron	"	110
Total .....	.....	.....	.....	228

Give the average number of years the trestle and pile bridges last on your road in Dakota. Probably from seven to nine years

Give the average number of years that wooden truss bridges last on your road in Dakota. Probably from seven to nine years.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota.....	14	14
Average length of sections.....	5.9	5.9
Average number of men in each section gang.....	3.2	4.2
Number of new ties laid in track during the year in Dakota.....	968	3,188
Average number of new ties per mile of road.....	11.7	.....

What is the average number of years that steel rails last in your track on main line in Dakota?
Probably from 8 to 10 years.

What is the average number of years that ties last in your track in Dakota? White ash [approximated], 8 years; soft wood [approximated], 5 years.

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

C. & N. W. R. R. at Elkton.

C. & N. W. R. R. at Watertown.

C. M. & St. P. R. R. at Sioux Falls.

C., St. P., M. & O. R. R. at Sioux Falls.

Number of highway crossings at grade, 95.

Number of highway crossings under railroad, 1.

FENCING IN DAKOTA.

MILES BUILT DURING THE YEAR ENDING JUNE 30, 1888.

Double fences..... 3.8 miles

MILES UNFENCED BY COUNTIES.

Lincoln	3.4 miles
Minnehaha.....	3.79 "
Brookings.....	29.57 "
Duell.....	27.34 "
Codington.....	11.46 "
Total.....	75.56 miles

ROLLING STOCK.

ROLLING STOCK.	LEASED.	OWNED.	TOTAL.
*Number of locomotives.....	105	105
Number of passenger cars.....	35	35
Number of baggage, mail and express cars.....	15	15
Number of combination cars.....	15	15
Number of way cars.....	57	57
Number of box freight cars.....	2,919	2,919
Number of stock cars.....	169	169
Number of platform and coal cars.....	729	729
Number of other cars.....	48	48
Total number of cars, exclusive of locomotives.....	3,987	3,987

ROLLING STOCK—*Continued.*

Maximum weight of locomotives and tenders, 56 tons, ready for service 70 tons.

Average weight of locomotives and tenders, 40 tons, ready for service 54 tons.

Number of locomotives equipped with train brake, 83.

Kind of brake, Westinghouse air brake.

Maximum weight of passenger cars, 25 tons.

Average weight of passenger cars, 22 tons.

Number of cars equipped with train brake, 67.

Kind of brake, Westinghouse air brake.

†Number of passenger cars equipped with Miller platform and buffer, 37.

The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars by engine of given weight—weight of engine 40 tons—800 tons.

*Exclusive of four chair cars, two of which are used on the main line and two on the Iowa Falls division.

†Includes two buffer cars and four chair cars.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year.....	1,052,141	1,084,842
Miles run by freight trains during the year.....	1,771,179	1,855,492
Miles run by switching trains during the year.....	816,759	804,805
Miles run by other trains during the year.....	115,697	108,551
Total train mileage.....	3,255,776	3,148,190
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains.....	8.5	8.5
Average weight of passenger trains exclusive of passengers, tons	75	75
Average number of cars in freight trains.....	16.5	16.8
Average weight of freight trains, exclusive of freight, tons.....	175	175
PASSENGER TRAFFIC.		
Number of through passengers carried.....	90,321	105,561
Number of local passengers carried.....	461,182	456,919
Total number of passengers carried.....	551,503	562,480
Total passenger mileage, or passengers carried one mile.....	27,102,076	28,150,344
Average distance traveled by each passenger, miles.....	49.142	50.46
Average amount received from each passenger.....	\$ 1 23.5	\$ 1 24.405
Highest rate of fare per mile for any distance.....	\$.08½	\$.08½
Lowest rate of fare per mile for any distance.....	\$.01½	\$.01
Average rate of fare per mile for all passengers.....	\$ 2.513	\$ 02.485

MILEAGE, TRAFFIC, ETC.,—*Continued.*

FREIGHT TRAFFIC.	Last Year.	Present Year.
Numer of tons of through freight carried.....	919,431	842,681
Number of tons of local freight carried.....	340,873	369,136
Total tons of freight carried.....	1,260,304	1,211,767
Total mileage of through freight (tons carried one mile).....	158,940 653	133,665,790
Total mileage of local freight (tons carried one mile).....	43,522,921	44,232,227
Total freight mileage, or tons carried one mile.....	202,463,574	177,948,017
Average rate per ton per mile received for through freight.....	\$ 0.97	\$ 1.09
Average rate per ton per mile received for local freight.....	\$ 1.0571	\$ 1.28
Average rate per ton per mile received for all freight.....	\$ 1.099	\$ 1.14
Average cost per ton per mile to move freight.....	\$ 0.766	\$ 0.772
CAR MILEAGE.		
Number of miles run by loaded freight cars east and south.....	7,674,699	8,997,204
Number of miles run by loaded freight cars west and north.....	12,117,990	10,301,554
Number of miles run by empty freight cars east and south.....	5,219,681	3,809,592
Number of miles run by empty freight cars west and north.....	2,284,923	3,074,073
Total freight car mileage.....	27,247,293	26,182,423
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south.....	19.15	14.55
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north.....	8.2	11.74

SPEED OF TRAINS IN DAKOTA.

AVERAGE SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops.....	25	25
Rate of speed of freight trains, including stops.....	12	12

TONNAGE OF ARTICLES TRANSPORTED

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	187,158	14.850	285,244	19.41
Flour.....	86,088	6.826	78,519	6.07
Provisions (beef, pork, lard, butter, eggs, etc.).....	36,782	2.918	28,413	1.93
Animals	102,888	8.164	86,838	7.12
Other agricultural products, bran, hay and seed.....	71,269	5.655	75,310	6.22
Lumber and forest products, cooperage.....	102,249	8.118	135,912	11.22
Coal.....	327,125	22.956	276,961	22.85
Plaster, lime and cement.....	69,965	5.552	49,481	4.09
Salt.....				
Emigrant outfits.....	11,979	0.951	11,726	0.96
Iron, steel and castings.....	34,425	2.782	26,085	2.14
Stone and brick.....	.....	.....	.....	.....
Manufactures—articles shipped from point of production	49,850	3.955	80,685	2.52
Merchandise and other articles not enumerated above..	180,581	14.825	187,243	15.45
*Total tons carried.....	1,260,804	100.00	1,211,767	100.00

*In order to comply with the instructions on freight traffic movement as required by the Inter-State committee, we have adopted the method which will prevent the same traffic being reported as originating on more than one line.

Heretofore the B. C. R. & N. Ry. and its leased lines have been treated as independent lines, each of them representing its own freight movement, regardless whether the freight thus forwarded or removed originated on its own line or not.

No change necessary in "total tons one mile."

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	15,464	82.70	16,881	29.68
Flour.....	1,742	8.69	8,113	5.49
Provisions (beef, pork, lard, butter, eggs, etc.).....	81	0.17	86	0.15
Animals.....	948	2.00	1,011	1.79
Other agricultural products, bran, hay and seed.....	4,406	9.81	2,928	5.16
Lumber and forest products and cooperage.....	2,527	5.84	4,561	8.04
Coal.....	9,662	20.42	10,757	18.98
Plaster, lime and cement.....	7,258	15.84	10,505	18.58
Salt.....	.....	.....	.....	.....
Emigrant outfits.....	880	.08	872	0.65
Iron, steel and castings.....	64	0.18	440	0.78
Stone and brick.....	.....	.....	.....	.....
Manufactures—articles shipped from point of production	718	1.50	844	149
Merchandise and other articles not enumerated above..	4,069	8.80	5,252	926
Total tons carried.....	47,819	100 00	56,695	100.00

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

* What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

The United States Express Company, which pays us, since May 1st, 1888, as per contract \$4,900 per month.

SLEEPING CARS.

Do sleeping, parlor, or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

The Pullman sleepers run on this road; we pay them three cents per mile; by Pullman Palace Car Co.; from \$1.50 to \$2.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings?

Paid to Pullman Palace Car Co. for the year ending June 30, 1888, \$11,925.23; remit direct to the treasurer of the Company at Chicago, Ill.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota, and on what terms of service?

The rate of compensation is based upon the weighing of mail for periods fixed by the government.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

\$1,212.94.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

None.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

The Western Union Telegraph Co. owns all the wires on the B., C. R. & N. Ry. and its leased lines.

REPORT OF ACCIDENTS—YEAR ENDING JUNE 30, 1888.

INJURED.

Date.	Name and Occupation.	Place.	Cause of Accident.	Character of Injury.
11, 3, '87	W. S. Averell, brakem'n	Toronto.	Fell on track.	Lost both legs.
2, 2, '88	P. Kinney, sec man.	Clear Lake.	Col. of train with h'd car	Rib and leg broken.

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.
Collisions	1	.....
Falling from trains.....	1	.....
Total.....	2	.....

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons injured during the year..... 2
 Number of casualties purely accidental during the year..... 2

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, C. I. Ives, Cedar Rapids, Iowa; *Vice-President*, Robt. Williams, Cedar Rapids, Iowa; *Secretary*, S. S. Dorwart, Cedar Rapids, Iowa; *Treasurer*, H. H. Hollister, New York, N. Y.; *General Superintendent*, C. I. Ives, Cedar Rapids, Iowa; *Superintendent*, Robt. Williams, Cedar Rapids, Iowa; *Division Superintendents*—W. P. Brady, Geo. Goodell, Elkinville, Iowa; *Chief Engineer*, H. F. White, Cedar Rapids, Iowa; *Superintendent of Telegraph*, W. P. Ward, Cedar Rapids, Iowa; *Auditor*, J. C. Braeksmitt, Cedar Rapids, Iowa; *General Passenger Agent*, J. E. Hannigan, Cedar Rapids, Iowa; *General Freight Agent*, C. D. Ives, Cedar Rapids, Iowa; *General Solicitor*, S. K. Tracy, Burlington, Iowa.

DIRECTORS.

C. D. Close, Iowa City, Iowa; J. W. Blythe, Burlington, Iowa; J. C. Peasley, Chicago, Ill.; C. Lynde, Rock Island, Ill.; J. N. Dewey, Des Moines, Iowa; R. R. Cable, Chicago, Ill.; G. S. Bailey, Clinton, Iowa; C. P. Squires, Burlington, Iowa; Lyman Cook, Burlington, Iowa; F. H. Griggs, Davenport, Iowa; J. Carscadden, Muscatine, Iowa; Thomas Hedge, Burlington, Iowa; C. I. Ives, Cedar Rapids, Iowa.

• Date of annual meeting of stockholders—Each fourth Tuesday in May.

Fiscal year of Company ends, December 31st.

General offices of the company are located at Cedar Rapids, Iowa.

STATE OF IOWA, }
COUNTY OF LEWIS, } ss.

C. I. Ives, President and General Superintendent of the Burlington, Cedar Rapids & Northern railway company, being duly sworn, deposes and says that he has caused the foregoing statement to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1888, to the best of his knowledge and belief.

[Signed,] C. I. IVES.

Subscribed and sworn to before me this 18th day of September, A. D. 1888.

[SEAL.]

JOHN C. BRAEKSMITT,
Notary Public.

REPORT

OF THE

NORTHERN PACIFIC RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1888.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association..... }		
Amount authorized by vote of the company..... }	\$100,000,000 00	\$ 100,000,000 00
Amount of common stock issued.....	49,000,000 00	49,000,000 00
Amount of preferred stock issued, and condition of preferment..	51,000,000 00	51,000,000 00
Total amount outstanding, as per books of the company }	\$ 49,000,000 00	\$ 49,000,000 00
	87,786,199 17	87,488,618 17
	<u>\$86,786,199 17</u>	<u>\$ 86,488,618 17</u>

Amount of stock per mile of road..... \$ 40,418 85

Amount of stock representing the road in Dakota..... 15,288,870 30

Total number of stockholders..... 5,353

What date did your road enter territory? October, 1871.

DEBT.

DEBT.	Last Year.	Present Year.
FUNDED DEBT AS FOLLOWS:		
First mortgage bonds due Jan. 1, 1921, rate of interest 6 per cent.	\$ 46,878,000 00	\$ 46,878,000 00
Amount of interest paid on same during the year \$2,812,620 00	.....	.....
Second mortgage bonds, due Dec. 1, 1933, rate of interest, 6 per cent	20,000,000 00	20,000,000 00
Amount of interest paid on same during the year ... \$1,200,000 00	.....	.....
Pend d'Oreille bonds, due September 1, 1919, rate of interest 6 per cent	3,081,000 00	2,733,000 00
Amount of interest paid on same during the year \$188,400 00	.....	.....
Missouri division bonds, due May 1, 1919, rate of interest 6 per cent	2,160,500 00	2,130,000 00
Amount of interest paid on same during the year \$129,325 00	.....	.....
Third mortgage bonds, due December 1, 1937, rate of interest 6 per cent .....	.....	8,593,000 00
Amount of interest paid on same during the year \$256,730 00	.....	.....
Interest accrued, charged to interest account..... \$4,703,955 46	.....	.....
Continued to sinking fund	40,745 00	.....
Dividend certificates extended, due Jan. 1st, 1907, rate of interest 6 per cent .....	.....	1,274,500 00
Amount of interest paid during the year..... \$177,564 68	.....	.....
Total amount of funded debt .....	.....	\$ 81,608,500 00
FLOATING DEBT.		
Incurred for current liabilities .....	.....	\$ 9,446,735 15
Total amount of floating debt	\$ 6,524,220 57	9,446,735 15
*Total amount of debt liabilities, after deducting available assets amounting to..... \$12,279,423 39	\$ 72,593,016 41	\$ 78,775,311 76
Amount of debt per mile of road	33,920 39	36,809 41
Amount of debt representing the road in Dakota	12,682,081 73	13,924,998 64
Total amount of stock and debt	159,379,215 58	165,264,429 93
Amount of stock and debt per mile of road	74,472 79	77,222 76

*Quick assets, \$10,641,525 36 deducted.

COST OF ROAD AND EQUIPMENT.

COST OF ROAD AND EQUIPMENT.	Last Year.	Present Year.
Locomotives .....	.....	\$ 4,458,716 63
Floating equipment .....	.....	423,992 46
Passenger, mail, baggage and express cars .....	.....	1,101,585 14
Parlor, dining and sleeping cars.....	.....	353,695 46
Freight and other cars	}	5,963,997 53
Wrecking cars, pile drivers and tools		
Total for equipment.....	\$ 12,042,686 81	\$ 12,301,987 22
Average cost of equipment per mile of road owned by company, 2,140.1 miles.....	5,627 16	5,748 82
Proportion of cost of equipment for Dakota.....	2,123,754 63	2,174,590 79
Total cost of road and equipment, including property acquired under decree of court Sept. 20, 1875.....	.....	\$162,873,519 33
Average cost of road and equipment per mile, 2,140.1 miles.....	.....	76,105 56
Proportion of cost of road and equipment for Dakota, proportion .....	.....	23,790,733 34
Average cost of road and equipment per mile in Dakota, \$78.3 miles.....	.....	76,105 56

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN
INCREASED DURING THE YEAR.

PROPERTY ACCOUNTS.	Last Year.	Present Year.
Grading	\$ 2,133,562 84	\$ 664,547 35
Bridging and masonry	535,377 64	496,369 90
Superstructure, including rails	681,672 85	131,612 48
Land, land damages and fences	3,266 29	19,520 56
Passenger and freight stations, coal sheds and water stations....	166,687 92	70,190 20
Engine houses, car sheds, turn tables and shops	51,373 59	71,851 74
Machinery and tools in shops	4,928 98	1,213 57
Engineering, agencies, salaries and other expenses during construction	125,282 68	2,642,885 64
Total for construction	\$ 3,702,097 74	\$ 4,097,880 44
EQUIPMENT.		
Locomotives	261,110 31	155,847 73
New snow plows .....	.....	66,258 36
Passenger, mail, baggage and express cars	4,104 41	11,509 01
Freight and other cars	138,641 70	194,584 68
Wrecking cars, pile drivers and tools	18,529 28	8,515 02
Steamboats .....	.....	12,094 01
Total for equipment	\$ 422,385 70	\$ 89,907 31
Any other expenditures charged to property account	51,283 62	.....
Total expenditures charged to property account	\$ 4,175,717 06	\$ 4,187,787 75
Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same), proceeds land sales credited property acquired under decree of court Sept. 29, 1875 .....	.....	706,540 76
Net addition to property account for the year .....	.....	3,479,246 99

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From local passengers.....\$3,416,888 18	.....	.....
From through passengers..... 950,696 98	.....	.....
From all passengers	\$ 8,067,136 56	\$ 4,867,530 11
From express and baggage.....	336,182 01	814,743 79
From mails	856,346 48	899,151 64
From other sources, passenger department	72,046 41	68,443 99
Total earnings, passenger department	\$ 8,851,711 46	\$ 5,144,869 53
Earnings per train mile run..... 3,281,380 miles ...\$1.568	.....	.....
EARNINGS, FREIGHT.		
From local.....\$ 9,085,575 94	.....	.....
From through..... 1,041,885 37	.....	.....
From other sources, freight department	12,975 16	.....
Total earnings, freight department.....	\$ 8,543,992 91	\$10,140,486 47
Earnings per train mile run..... 5,427,226 miles...\$1.868	.....	.....
Total transportation earnings.....	\$12,395,904 37	15,285,306 00
Transportation earnings per train mile run, from all trains earning revenue..... 8,708,606 miles.....\$1.755	.....	.....
Earnings per mile of road operated..... 3,219.3 miles ...\$4,748 02	.....	.....
Proportion of earnings for Dakota.....	2,761,591 95	2,961,869 73
Rents received for use of road.....	109,629 49	151,362 90
Rents received for use of stations, etc		
Car mileage (credit balances)	261,745 32	116,180 08
Earnings from all other sources	22,168 92	24,760 90
Telegraph earnings	\$ 24,760 90	.....
Total earnings from all sources.....	\$12,789,448 10	\$15,577,609 83
Proportion of earnings for Dakota.....	\$2,961,869 73	.....

EXPENSES OF OPERATING ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED
TO OPERATING EXPENSES.)

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track.....	\$ 890,592 07	\$ 1,172,777 97
Renewal of rails and fastenings	47,328 20	138,768 91
No tons laid, steel, 3,346.227.....		
Renewal of ties.....	186,432 45	340,938 79
Number laid, 961,006.....		
Repairs of bridges, including culverts and cattle guards.....	225,750 56	335,622 40
Repairs of fences, road crossings and signs.....		
Repairs of buildings, sections and water tanks.....	161,594 59	166,056 91
Total.....	\$ 1,511,697 87	\$ 2,149,164 98
CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of locomotives.....	452,970 75	543,136 42
Repairs of passenger cars.....	340,465 28	365,991 26
Repairs of freight cars.....	561,717 84	588,119 09
Total.....	\$ 1,355,153 87	\$ 1,497,246 77
CLASS III.—CONDUCTING TRANSPORTATION.		
Fuel for locomotives.....	871,090 67	1,268,554 21
Water supply.....	75,047 15	93,805 40
Oil, waste and tallow.....	34,755 09	43,963 37
Locomotive service.....	723,425 76	988,957 49
Transfer boats, car floats, etc.....	89,078 61	48,218 48
Passenger train service.....	151,045 76	209,411 19
Mileage of passenger cars.....	7,285 17	.....
Freight train service.....	437,082 32	571,847 81
Mileage of freight cars.....	67,082 98	.....
Telegraph expenses (maintenance and operating).....	155,994 90	197,284 21
Snow fences and snow sheds and removal of ice and snow.....	218,487 77	220,415 62
Damage and loss of freight and baggage.....	18,331 88	23,617 74
Damage to cattle.....	80,792 94	67,540 29
Personal injuries.....	20,605 59	41,353 80
Wrecking.....	19,586 75	31,437 35
Agents and station service and station expenses.....	487,028 27	615,725 90
Total.....	\$ 3,351,621 06	\$ 4,366,582 86

EXPENSES OF OPERATING—*Continued.*

CLASS IV.—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks and general agents.....	\$ 208,386 21	\$ 300,662 04
Legal expenses.....	36,181 81	15,908 60
Insurance and loss by fire.....	56,150 11	66,892 90
Stationery and printing.....	52,780 76	69,449 23
Outside agencies and advertising.....	111,916 54	147,898 18
Contingencies, miscellaneous and general office expenses.....	180,778 51	184,571 03
Taxes in Dakota..... { \$ 82,862 13 }	268,402 95	241,283 86
Taxes in other States..... { \$158,926 23 }		
Total.....	\$ 954,546 89	\$ 985,171 84

RECAPITULATION OF EXPENSES.

RECAPITULATION OF EXPENSES.	Last Year.	Present Year.
Maintenance of way and buildings.....	\$ 1,511,697 87	\$ 2,149,164 98
Maintenance of motive power and cars.....	1,355,153 87	1,497,246 77
Conducting transportation.....	3,351,621 06	4,366,582 86
General expenses, including taxes.....	954,546 89	985,171 84
Total operating expenses and taxes.....	\$ 7,173,019 69	\$ 8,998,166 45
Operating expenses and taxes per mile of road operated, 3,219.3 miles.....		2,795 06
Operating expenses and taxes per train mile run, for trains earning revenue, 8,708,606 miles.....		1.083
Proportion of operating expenses and taxes for Dakota.....	1,800,451 46	1,966,470 86
Expenses of running and management of passenger trains.....	2,208,038 60	2,911,941 11
Expenses of running and management of passenger trains per train mile.....	\$ 0 95.6	\$ 0 88.½
Expenses of running and management of freight trains.....	4,686,588 14	5,844,986 98
Expenses of running and management of freight trains per train mile.....	\$ 1 06.3	\$ 1 07.½
Expenses of running and management of all trains earning revenue.....	\$ 1 02.7	\$ 1 00.½
Percentage of expenses and taxes to earnings.....		58.48

GENERAL EXHIBIT.

GENERAL EXHIBIT.	Last Year.	Present Year.
Total earnings.....	\$ 12,789,448 10	\$ 15,577,609 83
Int. and div. on investments, general interest, etc.....	474,866 44	545,784 83
Total expenses, including taxes.....	7,173,019 69	8,998,166 45
Net earnings, less operating expenses and taxes.....	6,091,794 85	7,125,227 71
Rentals, specifying amount paid to each company.		
St. P. & N. P. Ry. Co.....	\$ 644,976 74	
N. P. Terminal Co. of Oregon.....	68,472 00	
St. P., M. & M. Ry. Co.....	22,147 49	
Minn. Union Ry. Co.....	44,622 97	
C., St. P., M. & O. Ry. Co.....	2,139 72	
	752,757 70	782,358 92
Interest on funded debt, including div. certificates.....	4,456,535 66	4,708,965 46
Amount guaranteed branch road companies.....	696,650 00	881,072 50
Sinking funds.....	112,698 87	224,095 14
Terminal expenses, Portland.....	6,445 62	15,080 29
Balance for the year.....	65,707 20	518,685 40
Balance at commencement of the year.....	208,159 61	268,866 81
Balance at the close of the year, June 30, 1888.....	268,866 81	787,552 21

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings.....	\$ 12,789,448 10	\$ 15,577,609 83
Income from stock owned of connecting or other roads and companies.....	254,925 54	298,498 24
Income from bonds owned of connecting or other roads.....	1,798 04	22,156 84
Income from bonds held of your own road, div. certificates.....	6,590 75	3,895 36
*Income from lands sold or leased during the year.....	.....	.....
Income from other sources.....	211,062 11	228,987 08
Total income from all sources for the year.....	\$ 13,268,814 54	\$ 16,126,147 35

*Net receipts from land sales \$934,811.54.

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income.....	\$ 18,288,814 54	\$ 16,126,147 85
Total operating expenses and taxes.....	7,178,019 09	8,998,166 45
Net income above operating expenses and taxes.....	6,090,794 85	7,127,980 90
Net income above operating expenses, taxes, interest and rental and miscellaneous.....	65,707 20	518,685 40
Gross income per train mile, run, 8,708,606 miles..... \$ 1.84	.....	.....
Net income per train mile run, 8,708,606 miles..... .0696	.....	.....
Percentage of net income to stock and debt..... .00814	.....	.....
Percentage of net income to cost of road and equipment .00814	.....	.....

GENERAL BALANCE SHEET.

DR.

Railroad, equipment and lands, including property acquired under decree of foreclosure, September 29, 1875.....	\$ 182,873,519 83.
Other investments	2,355,761 98
Deferred payments on land sales.....	4,815,628 58.
Cash in hands of trustees applicable to cancellation of bonds.....	214,556 54
Sinking funds in hands of trustees.....	1,701,841 80
Bonds and stocks owned.....	4,989,023 50.
Bills receivable.....	599,392 50
Due from agents.....	725,449 48
Traffic balances.....	205,087 98
Individuals and companies.....	2,246,646 68
Supplies and material.....	1,572,494 87
Cash.....	1,991,328 98
Total	\$ 188,740,481 12

GENERAL BALANCE SHEET.

CR.

Capital stock:—		
Common	\$49,000,000 00	
Preferred	87,488,618 17	
		\$ 86,488,618 17
Funded debt.—		
General first mortgage bonds	\$46,878,000 00	
General second mortgage bonds	20,000,000 00	
General third mortgage bonds	8,593,000 00	
Missouri division mortgage bonds	2,180,000 00	
Pend d'Oreille division mortgage bonds	2,783,000 00	
		80,334,000 00
Dividend certificates		1,274,500 00
Deferred payments on land sales applicable to sinking fund when collected ..		1,502,445 00
Bills payable		8,033,664 79
Audited vouchers and accounts		3,535,134 76
Wages and salaries		824,567 11
Interest on funded debt		1,894,251 58
Suspense account		159,116 91
Earnings invested in equipment		2,205,239 29
Accumulated sinking funds		1,701,341 30
Profit and loss		787,552 21
Total		\$ 188,740,431 12

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Present Year.	Last Year.
Length main line of road from Ashland, Wis., to Portland, Ore.		2,140.1
Length main line of road in Dakota.....		378.3
Length main line of road in Wisconsin		78.4
Length main line of road in Minnesopta.....		288.0
Length main line of road in Montana.....		781.9
Length main line of road in Idaho.....		88.0
Length main line of road in Washington.....		542.5
Length main line of road in Oregon.....		38.0
Length of double track on main line.....		4.2
Same in Dakota.....		4.2
Branches operated by this company:—		
Superior to Duluth, Jamestown & Northern R. R.		
Duluth to N. P. Jct. Rocky Mtn. R. R. of M. T.		
St. P. & N. P. Ry. Cokedale Spur.		
Little Falls & Dakota R. R. Helena & Jefferson Co. R. R.		
Nor. Pac., Fergus & Blk. Hls. Ry. Helena, B. V. & Butte R. R.		
Southeastern Dakota R. R. Helena & Red Mtn. R. R.		
Duluth & Manitoba R. R. Helena & Northern R. R.		
Fargo & Southwestern R. R. Drummond & Phillipsburg Ry.		
James River Valley R. R. M. & B. R. Valley R. R.		
San., Cooperst'n & Turtle Mt. Ry. Spokane Falls & Idaho R. R.		
Spokane & Palouse Ry. N. P. & Puget S. S. R. R.		
N. P. & Cascade R. R.		
Total length of branches operated by this company		1,196.5
Total length of branches operated by this company in Dakota....		459.1
Total length of branches operated by this company in Wisconsin		5.1
Total length of branches operated by this company in Minnesota		461.6
Total length of branches operated by this company in Montana..		196.0
Total length of branches operated by this company in Idaho		18.6
Total lenth of branches operated by this company in Washington		61.1
Total length of road belonging to this company.....		3,336.6
Total length of road belonging to this company in Dakota.....		897.4
Aggregate length of sidings and other tracks not above enumerated		475.8
Same in Dakota		115.1
Aggregate length of track computed as single track, exclusive of sidings		3,240.8
Same in Dakota		841.6
Total length of steel rails in tracks in Dakota, exclusive of sidings		699.1
Total length of iron rails in tracks in Dakota, exclusive of sidings		148.8
Weight per yard, steel 56 lbs		
Weights per yard, iron 56 lbs		
Gauge of track..... 4 ft. 8½ in		
Total miles of road operated by this company.....		3,316.5
Total miles of road operated by this company in Dakota.....		887.4

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company.....	327
Same in Dakota.....	71
Number of stations on all roads operated by this company.....	535
Same in Dakota.....	140
Number of telegraph offices in stations in Dakota.....	67

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company.....	8,908
Same in Dakota.....	1,368
Amount paid employes, including officials, on all roads operated by this company.....	\$ 6,628,581. 04
Same in Dakota.....	972,204 28

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden truss bridges over 100 feet in length.....	1	412	3	1,012
Combination bridges over 100 feet in length.....	6	969.3	6	969
Iron bridges over 100 feet in length.....	1	1,442.8	1	1,443
Wooden trestle and pile.....	1,012	59,447	1,042	65,878
Straining beam.....	.....	.....	15	775
ARCH CULVERTS AND VIADUCTS IN DAKOTA.				
Less than 20 feet opening.....	.....	.....	6	44
BOX CULVERTS IN DAKOTA.				
Timber.....	455	694	477	999
Stone.....	5	25	.....	.....

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

LOCATION.	Kind.	Material.	When Built	Length, ft.
Grand Forks.....	Howe truss	Wood	During fall 1887	416
Total.....	.....	.....	.....	416

Give the average number of years the trestle and pile bridges last on your road in Dakota. About six years.

Give the average number of years that wooden truss bridges last on your road in Dakota. About ten years.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota	109	120
Average length of sections, miles	6.5	7
Average number of men in each section gang.....	4	3
Number of new ties laid in track during the year in Dakota.....	97,728	155,547
Average number of new ties per mile of road.....	137	184
New rails laid in track during the year in Dakota, steel, 1,429,404 tons, miles.....	.....	18½
Total track laid with new rails during the year in Dakota, miles	.....	18½

What is the average number of years that iron rails last in your track on branches in Dakota? Seven years.

What is the average number of years that steel rails last in your track on main line in Dakota? Seven years.

What is the average number of years that steel rails last in your track on branches in Dakota? Ten years.

What is the average number of years that ties last in your track in Dakota? Tamrack 7 years, pine 5 years, oak 9 years.

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

St. Paul, Minneapolis & Manitoba R. R. at Davenport.

" " " " " " at Casselton.

" " " " " " at Sidney.

Chicago, Milwaukee & St. Paul R. R. at Fargo.

St. Paul, Minneapolis & Manitoba R. R. at Grand Forks.

" " " " " " at Grafton.

Number of highway crossings at grade..... 437
 Number of highway crossings under railroad..... 1

FENCES IN DAKOTA.—About 4 miles.

ROLLING STOCK.

ROLLING STOCK.	Leased.	Owned.	Total.
Number of locomotives.....	32	390	422
Number of passenger cars.....		150	150
Number of baggage, mail and express cars.....		82	82
Number of sleeping cars (one half owned).....		23	23
Number of dining cars.....		13	13
Number of box freight cars.....	850	5,096	5,946
Number of stock cars.....		919	919
Number of platform and coal cars.....		3,370	3,370
Number of other cars.....		1,575	1,575
Total number of cars and locomotives.....	882	11,618	12,500

Maximum weight of locomotives and tenders, 90 tons.

Average weight of locomotives and tenders, 50 tons.

Number of locomotives equipped with train brake, 339

Kind of brake, Westinghouse.

Maximum weight of passenger cars, 40 tons.

Average weight of passenger cars, 26 tons.

Number of freight and passenger cars equipped with train brake, 4,691.

Kind of brake, Westinghouse air brake.

Number of passenger cars equipped with Miller platform and buffer, 268.

The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars, by engine of given weight. Weight of engine, 50 tons, estimated at 400 tons.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year.....	2,908,747	3,281,380
Miles run by freight trains during the year.....	4,416,944	5,427,226
Miles run by other trains during the year.....	242,692	290,074
Total train mileage.....	6,968,588	8,998,680
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains.....	6.42	6.12
Average weight of passenger trains, exclusive of passengers,	216	215
Average number of cars in freight trains.....	21.24	20.0
Average weight of freight trains, exclusive of freight,.....	240	225
PASSENGER TRAFFIC.		
Number of through passengers carried.....	18,891	30,377
Number of local passengers carried.....	960,614	1,313,360
Number of special ticket passengers carried.....		
Total number of passengers carried.....	979,505	1,343,737
Total passenger mileage, or passengers carried one mile.....	111,958,786	159,488,895
Average distance traveled by each passenger, miles.....	114	118.7
Average amount received from each passenger.....	\$ 3.11	\$ 3.20
Average rate of fare per mile for all passengers.....	0.02732	\$ 0.0270
FREIGHT TRAFFIC.		
Number of tons of through freight carried.....	59,673	76,584
Number of tons of local freight carried.....	2,068,498	2,521,813
Total tons of freight carried.....	2,128,166	2,597,897
Total mileage of through freight (tons carried one mile).....	94,484,066	125,461,126
Total mileage of local freight (tons carried one mile).....	442,696,874	579,311,380
Total freight mileage, or tons carried one mile.....	537,180,940	704,772,506
Average rate per ton per mile received for through freight.....	\$ 0.0067	\$ 0.0063
Average rate per ton per mile received for local freight.....	\$ 0.0183	\$ 0.0158
Average rate per ton per mile received for all freight.....	\$ 0.0163	\$ 0.01446
Average cost per ton per mile to move freight { for opr. ex. .00829 fixed chg's .00610	\$ 0.0087	\$ 0.01439
Percentage of freight originating at, and carried to stations in Dakota, to total freight carried in Dakota. (This should not include fuel or any material for the use of the road.)....	7.7	7.21

MILEAGE, TRAFFIC, ETC.—*Continued.*

CAR MILEAGE.	Last Year.	Present Year.
Number of miles run by loaded freight cars east and south.....	25,279,409	36,100,689
Number of miles run by loaded freight cars west and north.....	40,538,495	45,576,420
Number of miles run by empty freight cars east and south.....	20,861,253	16,968,057
Number of miles run by empty freight cars west and north.....	7,440,894	10,113,176
Total freight car mileage.....	94,120,051	108,788,322
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south.....	45.2	32
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north.....	15.5	18.1

SPEED OF TRAINS IN DAKOTA.

MAXIMUM SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops, per hour.....	24	35
Rate of speed of freight trains, including stops, per hour.....	18½	18½

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	470,331	22.1	627,510	24.2
Flour.....	80,220	3.8	96,280	3.7
Provisions (beef, pork, lard, etc.).....	20,635	1.	28,827	1.1
Animals.....	82,869	3.9	95,366	3.7
Other agricultural products.....	41,785	1.9	59,596	2.3
Lumber and forest products.....	508,479	23.9	563,716	21.7
Coal.....	888,462	18.	416,508	16.
Plaster, lime and cement.....	20,408	1.	25,473	1.
*Salt.....	.....	.....	.....	.....
Petroleum and oil.....	14,172	.7	19,080	.7
Iron, steel and castings.....	81,098	3.8	48,309	1.7
Stone and brick.....	51,404	2.4	57,008	2.2
Manufactures - articles shipped from point of production	36,433	1.7	41,797	1.6
Merchandise and other articles not enumerated above..	336,825	15.8	523,427	20.1
Total tons carried.....	2,128,166	100.	2,597,897	100.

*Included in plaster, lime and cement.

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	229,684	34.6	299,986	36.4
Flour.....	24,458	3.7	24,715	3.1
Provisions (beef, pork, lard, etc.)	13,212	2.	17,569	2.2
Animals.....	52,899	8.	52,858	6.6
Other agricultural products.....	14,419	2.2	16,085	2.
Lumber and forest products	78,017	11.7	76,253	9.6
Coal.....	51,999	7.8	59,324	7.4
Plaster, lime and cement.....	7,633	1.1	9,613	1.2
*Salt .....	.....	.....	.....	.....
Petroleum and oil.....	10,922	1.6	11,421	1.4
Iron, steel and castings.....	12,974	2.	24,450	3.1
Stone and brick.....	4,162	.6	4,929	.6
Manufactures—articles shipped from point of production	24,060	3.6	26,014	3.3
Merchandise and other articles not enumerated above..	140,254	21.1	184,267	23.1
Total tons carried.....	664,713	100.	797,434	100.

*Included in plaster, lime and cement.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

The Northern Pacific Express Company runs over all lines operated by this company; pays one and one-half first class rates, except in a few instances; they do a general express business, and in all cases goods are delivered at stations.

SLEEPING CARS.

Do sleeping, parlor, or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Dining cars are owned by N. P. R. R. Co. Charge for regular meals 75 cents.

Sleeping cars are owned by N. P. R. R. Co. and Pullman Palace Car Co. jointly; the earnings and expenses being shared equally. Additional charge for use of sleeping cars varies from \$1.50 to \$13.50.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings?

See answer to first question under this head.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Dakota, and on what terms of service?

For the year \$90,526.84 subject to United States postoffice department rules and regulations.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

For the year \$2.052.

TELEGRAPH.

How many miles of telegraph are owned by your company and Western Union jointly in Dakota? 828½ miles.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

Telegraph line is owned by this company and Western Union Telegraph Company jointly.

LANDS—CONGRESSIONAL GRANT IN DAKOTA.

State the number of acres of land your company has already received from the congressional grants.....	6,575,426.07
State the number of acres yet to inure to your company from Congressional grants.....	About 5,000,000
State the average price at which these lands have been sold or contracted by the company.....	\$4.07
State the number of acres sold.....	3,863,189.46
State the amount unpaid on outstanding contracts.....	About \$985,000

REPORT OF ACCIDENTS—YEAR ENDING JUNE 30, 1888.

KILLED.

Date.	Name and occupation.	Place.	Cause of accident.	Character of injury.
1887.				
Aug. 2	Unknown.	Sterling.	Lying on track.	
Sept. 11	J. F. McNair, br'k'm'n	South H't	Fell from train.	
Nov. 6	W. McBride, switchm'n	Jamestown	Walking on track.	Left leg and arm crushed.

STATEMENT OF ACCIDENTS—INJURED.

DATE.	NAME AND OCCUPATION.	PLACE.	CAUSE OF ACCIDENT.	CHARACTER OF INJURY.
July 2, 1887	E. J. Knowles, brakeman,	Eckelson,	{ Attempting to get on moving train,	Head cut and back hurt.
July 8, 1887	C. Minor, brakeman,	Bismarck,	Coupling.	Rib cracked.
July 14, 1887	T. Donahue, fireman,	Mandan,	{ Attempting to get on moving engine,	Leg broken.
July 27, 1887	W. Upton, brakeman,	Sanborn,	Coupling,	Finger split.
Sept. 4, 1887	F. A. Glenn, cranesman,	Valley City,	{ Climbing up side ladder struck by building,	Ribs broken.
Sept. 9, 1887	T. F. Hart, laborer,	Mandan,	Foot caught in draft irons.	Foot bruised.
Sept. 12, 1887	G. E. Williams, brakeman,	Sheldon,	Uncoupling,	Fingers bruised.
Sept. 24, 1887	T. Fennell, switchman,	Dickinson,	Coupling,	Thumb broken.
Nov. 5, 1887	J. Hammock, brakeman,	Little Missouri,	Fell from train,	Wrist sprained.
Nov. 5, 1887	C. D. Litch, fireman,	Richardton,	Engine ran off open switch,	Hand sprained.
Nov. 14, 1887	Chas. Lawson, fireman,	Buchanan,	{ Side rod of engine broke, jumped from engine,	Shoulder dislocated.
Nov. 18, 1887	A. Antrime, switchman,*	Fargo,	Coupling,	Fingers bruised.
Nov. 30, 1887	J. L. Veeder, brakeman,	Glenullen,	Fell from car,	Leg bruised and ankle sprained.
December 1, 1887	N. W. Van Pelt, switchman,	Fargo,	Coupling.	Hand pinched.
December 6, 1887	H. Peterson, laborer,	Crystal Springs,	Struck by train,	Ankle bruised.
December 12, 1887	J. L. Shinnars, passenger,	Cooperstown,	Broken rail,	Knee and shoulder hurt.
December 15, 1887	J. J. Belleron, switchman,	Jamestown,	Coupling,	Fingers crushed.
December 16, 1887	Geo. Snow, brakeman,	Magnolia,	Coupling,	Thumb crushed.
January 1, 1888	A. Antrime, switchman,	Fargo,	Coupling,	Body bruised.
January 13, 1888	Chas. Taylor, brakeman,	Marmot,	Coupling,	Fingers crushed.

STATEMENT OF ACCIDENT.—Continued.

DATE.	NAME AND OCCUPATION.	PLACE.	CAUSE OF ACCIDENT.	CHARACTER OF INJURY.
Jan'y. 18, 1888	E. Barnes, brakeman,	Mandan.	Uncoupling,	Back and chest hurt,
Jan'y. 24, 1888	L. F. Coons, passenger,	Sunnyside,	Train derailed,	Shoulder dislocated,
Jan'y. 24, 1888	W. A. Mack, passenger,	Sunnyside,	Train derailed,	Leg bruised,
March 16, 1888	W. Flint, section man,	Orioka,	Jumped from train,	Collar bone broken.
April 5, 1888	E. Gallow, brakeman,	Farmington,	Coupling,	Back and stomach hurt.
April 10, 1888	F. Hutchinson, brakeman,	Wyndmere,	Coupling,	Thumb crushed.
April 11, 1888	W. Flannigan, fireman,	Sunnyside,	Struck by bridge rod,	Head cut.
April 15, 1888	Chas. Paul, farmer,	Eldridge,	Fell from top of car.	Leg broken.
April 24, 1888	B. E. Blomberg, passenger,	Farmington,	Parts of train collided.	Slightly hurt.
April 28, 1888	T. J. Leonard, switchman,	Fargo,	Coupling,	Finger bruised.
May 8, 1888	C. E. Williams, brakeman,	Curlew,	Coupling,	Arm bruised.
Jan'y. 24, 1888	G. K. Bell, passenger,	Sunnyside,	Train derailed,	Thigh and leg bruised.
Jan'y. 24, 1888	M. Lisorne, passenger,	Sunnyside,	Train derailed,	Knee bruised.
Jan'y. 24, 1888	L. Hill, train porter,	Sunnyside,	Train derailed,	Rib broken.
Jan'y. 24, 1888	C. P. Thompson, D. C. cond'r.	Sunnyside,	Train derailed,	Knee bruised.
Jan'y. 26, 1888	W. J. Nicholson, switchman,	Fargo,	Coupling,	Hand crushed.
Feb'y. 1, 1888	J. S. Veeder, conductor,	Marnot,	Attempted to jump on train,	Hand and arm bruised.
Feb'y. 6, 1888	C. F. Weld, yardmaster,	Dickinson,	Slipped from car.	Leg hurt.
Feb'y. 27, 1888	T. Thometz, fireman,	Coburn,	Engine derailed,	Eye bruised, head cut.
March 3, 1888	L. Pelletier, brakeman,	Orioka,	Fell from train,	Ankle sprained, foot bruised.

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.
Derailments.....	5	4	.....
Collisions.....	1	.....	.....
Coupling cars.....	16	.....
Falling from trains.....	1	.....	.....	4	1
Getting on and off trains.....	4	.....
Highway crossings.....
Miscellaneous	1	.....	.....	8	.....
Overhead obstructions.....	1	.....
While intoxicated.....
Trespassers on track.....	1	.....	1	.....
Total	2	1	6	33	1

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons killed during the year.....	3
Number of persons injured during the year.....	40
Number of casualties purely accidental during the entire year.....	11
Number resulting from lack of caution, carelessness or misconduct.....	32
Number of persons injured while intoxicated.....	1
Number of trespassers on track killed.....	1

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Robert Harris, New York; *Vice-President and General Manager*, T. F. Oakes, St. Paul, Minn.; *Secretary*, Samuel Wilkeson, New York; *Treasurer*, Geo. S. Baxter, New York; *Assistant General Managers*, S. R. Ainslie, St. Paul, Minn.; Robert Law, Helena, M. T.; J. M. Buckley, Tacoma; *Traffic Manager*, J. M. Hannaford, St. Paul, Minn.; *Division Superintendents in Dakota*, F. Green, Mandan; J. M. Graham, Jamestown; *Chief Engineer*, J. W. Kendrick, St. Paul, Minn.; *Superintendent of Telegraph*, O. C. Greene, St. Paul, Minn.; *General Auditor*, J. A. Barker, St. Paul, Minn.; *General Passenger Agent*, C. S. Fee, St. Paul, Minn.; *General Freight Agent*, S. L. Moore, St. Paul, Minn.; *General Counsel*, Geo. Gray, New York.

DIRECTORS.

August Belmont, New York; Frederick Billings, Woodstock, Vt.; John U. Brookman, New York; C. T. Barney, New York; Robert Harris, New York; Brayton Ives, New York; T. F. Oakes, St. Paul, Minn.; C. B. Wright, Philadelphia; Henry Villard, New York; Edwin H. Abbott, Milwaukee; Chas. L. Colby, Milwaukee; Colgate Hoyt, New York; John B. Trevor, New York.

Date of annual meeting of stockholders—Third Thursday in September.

Fiscal year of Company ends June 30th.

General offices of the company are located at St. Paul, Minn., and New York.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY, } ss.

Thomas F. Oakes, president, and J. A. Barker, general auditor, of the Northern Pacific Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1888, to the best of their knowledge and belief.

[Signed]

T. F. OAKES,
J. A. BAKER.

Subscribed and sworn to before me, this twenty-ninth day of September, A. D. 1888.

[SEAL.]

ERIC VON ROSENLIND,
Notary Public, Ramsey Co.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1888.

CAPITAL STOCK.	Last Year.	Present Year.
Amount issued, number of shares 612,912.61, am't paid in.....	\$ 52,507,961 00	\$ 61,291,261 00
Amount of common stock issued.....	30,911,061 00	39,680,361 00
Amount of preferred stock issued, and conditions of preferment	21,596,900 00	21,610,900 00
Total amount paid in, as per books of the company.....	\$ 52,507,961 00	\$ 61,291,261 00
Amount of stock per mile of road.....	9,886 00	10,805 00
Amount of stock representing the road in Dakota, on basis of miles of road.....	11,025,866 00	13,129,264 00
Total number of stockholders.....	2,567	4,182

Preferred stock is entitled to 7 per cent. dividend if earned, to the exclusion of common stock, but common stock is entitled to 7 per cent. before preferred can have more; after that, no preference.

What date did your road enter territory? 1879.

FUNDED DEBT.

TITLE OF BONDS.	Date Of Issue.	Where Payable.	When Payable.	INTEREST.		Amount of bonds.
				Rate.	When Payable.	
Consolidated mortgage	1875	New York.	1905	7	Jan. and July.	\$ 11,486,000
Terminal mortgage	1884	"	1914	5	"	4,773,000
Income sinking fund convertible	1886	"	1916	5	"	2,000,000
First mortgage, LaCrosse division	1883	"	1888	7	"	5,206,000
First mortgage, Iowa & Minnesota division	1887	"	1887	7	"	3,196,000
First mortgage, Prairie du Chien division	1888	"	1888	8	Feb. and Aug.	3,674,000
Second mortgage, Prairie du Chien division	1888	"	1888	7.3	"	1,241,000
First mortgage, Chicago & Milwaukee division	1873	"	1903	7	Jan. and July.	2,388,000
First mortgage, St. Paul (or River) division	1872	London.	1902	7	"	3,804,500
First mortgage, Iowa & Dakota division	1889	New York.	1899	7	"	541,000
First mortgage, Iowa & Dakota extension	1878	"	1908	7	"	3,505,000
First mortgage, Hastings & Dakota division	1872	"	1902	7	"	86,000
First mortgage, Hastings & Dakota extension	1880	"	1910	7	"	5,680,000
First mortgage, Hastings & Dakota extension	1880	"	1910	5	"	990,000
First mortgage, Southwestern division	1879	"	1909	6	"	4,000,000
First mortgage, LaCrosse & Davenport division	1879	"	1919	5	"	2,500,000
First mortgage, Chicago & Pacific division	1880	"	1910	6	"	3,000,000
First mortgage, Chicago & Pacific western division	1881	"	1921	5	"	23,340,000
First mortgage, Southern Minnesota division	1880	"	1910	6	"	7,432,000
First mortgage, Mineral Point division	1880	"	1910	5	"	2,840,000

FUNDED DEBT—Continued.

TITLE OF BONDS.	Date Of Issue.	Where Payable.	When Payable.	INTEREST.		Amount of Bonds.
				Rate.	When Payable.	
First mortgage, Dubuque division	1890	New York.	1920	6	Jan. and July.	6,565,000
First mortgage, Wisconsin Valley division	1890	"	1920	6	"	2,468,000
First mortgage, Wisconsin & Minnesota division	1891	"	1921	5	"	4,755,000
First mortgage, Chicago & Lake Superior division	1891	"	1921	5	"	1,980,000
First mortgage, Chicago & Missouri River division	1896	"	1926	5	"	9,083,000
Land grant income	1890	"	1890	7	"	1,093,000
Real estate mortgage	1894	"	1894	5	March and Sept.	225,000
Real estate mortgage	1893	"	1890	5	April and Oct.	50,000
Minnesota Central Railroad	1894	"	1894	7	Jan. and July.	123,000
Milwaukee & Western Railroad	1891	"	1891	7	"	211,000
Wisconsin Valley Railroad	1879	"	1909	7	"	1,109,500
Fargo & Southern Railway, first mortgage	1893	"	1924	6	"	1,250,000
Fargo & Southern Railway, income	1895	"	1895	6	April and Oct.	200,000
Dakota & Great Southern Railway, first mortgage	1896	"	1916	5	Jan. and July.	2,856,000
Total amount of funded debt						\$118,989,000
Total amount of funded debt, last year's returns						\$156,383,000

DEBT—Continued.

DEBT.	Last Year.	Present Year.
FLOATING DEBT.		
Total amount of debt liabilities, funded.....	\$115,883,000 00	\$118,989,000 00
Amount of debt per mile of road.....	21,809 00	20,977 00
Amount of debt representing the road in Dakota, on basis of miles of road.....	24,828,153 00	25,488,758 00
Total amount of stock and debt.....	168,340,961 00	180,280,261 00
Amount of stock and debt per mile of road.....	81,695 00	81,782 00
Amount of interest paid representing the road in Dakota, on basis of miles of road.....	1,397,501 91	1,408,187 41

COST OF ROAD AND EQUIPMENT.

Construction of road and branches (not reported separately).	Last Year.	Present Year.
Total cost of road and equipment.....	\$170,682,911 69	\$179,227,016 49
Average cost of road and equipment per mile (5,672.49 miles)....		81,596 00
Proportion of cost of road and equipment for Dakota, on basis of miles of road.....	35,840,792 81	38,392,406 16
Average cost of road and equipment per mile in Dakota (1,215.11 miles) on basis of miles of road.....	32,187 00	81,596 00

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN
INCREASED DURING THE YEAR.

	Last Year.	Present Year.
Grading.....	\$ 75,073 68	\$ 77,192 95
Bridging and masonry.....	64,338 68	101,567 89
Superstructure, including rails.....	270,820 26	438,690 05
Land, land damages and fences.....	36,257 19	64,577 34
Passenger and freight stations, coal sheds and water stations..	142,321 66	180,585 22
Engine houses, car sheds and turn-tables.....	35,579 74	75,397 35
Machine shops, including machinery and tools.....	21,856 98	73,141 82
Improvement of purchased roads.....	1,549,513 36	937,605 37
Constructiop of extensions and branches.....	8,049,847 39	3,682,368 90
Purchase of other roads (specifying same) and all particulars— Dakota & Great Southern R'y.....	1,149,200 00	.....
Terminal facilities Milwaukee & Chicago.....	.....	1,749,628 19
Terminal facilitiesh Cicago, Evanston & Lake Superior R'y....	.....	1,737,867 00
Total for construction.....	\$ 13,143,987 08	\$ 7,968,993 89
EQUIPMENT.		
Locomotives.....	418,677 41	412,545 47
Passenger, mail, baggage and express cars.....	311,892 89	55,501 25
Parlor, dining and sleeping cars.....	.....	26,000 00
Freight cars.....	418,342 39	644,841 83
Wrecking-cars, pile-drivers and tools.....	.....	47,822 36
Total for equipment.....	\$ 1,143,912 69	\$ 1,136,710 91
Total expenditures charged to property account.....	14,287,849 77	8,555,704 80
Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same), real estate sold.....	.....	7,100 00
Steam shovel.....	.....	4,500 0`
Net addition to property account for the year.....	\$ 14,287,849 77	8,544,104 80

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.		Last Year.	Present Year.
From local passengers	\$ 4,988,834 81	\$ 4,620,945 26	
From through passengers.....	984,613 80	950,997 54	
From all passengers		5,571,842 80	\$ 5,973,448 61
From express and baggage.....		470,913 01	510,631 85
From mails.....		678,493 05	787,187 79
From other sources, passenger department.....		224,783 09	189,626 47
Total earnings, passenger department.....		\$ 6,941,081 95	\$ 7,461,074 72
Earnings per train mile run, 8,994,270 miles.....	\$ 1.07		
EARNINGS, FREIGHT.			
From local.....	\$14,890,021 34	\$ 16,697,948 10	
From through.....	2,043,020 87	1,290,061 97	
From other sources, freight department.....	266,675 69		
Total earnings, freight department.....		\$ 17,988,080 07	\$ 17,199,717 90
Earnings per train mile run, 11,912,175 miles.....	\$ 1.44		
Total transportation earnings.....		24,929,062 02	22,906,490 82
Earnings per train mile run, from all trains earning revenue, 18,906,445 miles.....	\$ 1 31	1 47	
Earnings per mile of road operated, 557,664 miles, \$	4,433 99	4,988 25	
Proportion of earnings for Dakota		1,590,190 51	1,599,134 98
Rents.....		31,023 75	43,118 42
Earnings from all other sources.....			
*Stock yards.....	\$ 67,003 86	91,010 30	
Elevator earnings.....	\$ 199,671 83	208,904 64	
*Telegraph earnings.....	\$ 22,830 58	18,998 49	
Total earnings from all sources		\$ 25,273,999 20	\$ 24,726,741 62
Proportion of earnings for Dakota.....	\$ 1,599,134 98		

*—Included in earnings, freight department.

EXPENSES OF OPERATING THE ROAD FOR YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED
TO OPERATING EXPENSES.)

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track.....	\$ 989,814 47	\$ 1,236,815 82
Renewal of rails.....	779,358 34	243,046 81
No. tons laid, steel .....26,723		
Renewal of ties	573,057 60	508,508 54
No. laid.....1,366,367		
Repairs of bridges, including culverts and cattle-guards.....	304,489 36	458,229 34
Repairs of fences, road crossings and signs.....	92,617 20	86,560 75
Repairs of buildings, sections and water tanks.....	183,121 65	178,144 83
Total.....	\$ 2,872,458 62	\$ 2,711,306 09
CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of locomotives.....	985,235 67	1,059,366 69
Repairs of passenger cars.....	406,457 12	526,678 08
Repairs of freight cars.....	668,721 37	896,776 18
Total.....	\$ 2,205,414 16	\$ 2,482,840 95
CLASS III.—CONDUCTING TRANSPORTATION.		
Fuel for locomotives.....	1,974,097 29	2,344,886 56
Oil and waste.....	157,805 20	156,953 54
Locomotive service.....	1,541,608 15	1,745,488 71
Passenger train service.....	380,693 39	507,467 45
Passenger train supplies	95,671 14	116,715 69
Freight train service.....	808,973 45	864,066 20
Freight train supplies.....	34,789 51	42,442 08
Mileage of freight cars (debit balance).....	48,782 87	123,423 03
Damage and loss of freight and baggage.....	26,400 96	26,691 16
Damages to property and cattle.....	50,951 96	69,711 72
Personal injuries.....	144,366 18	141,306 94
Agents and station service	2,304,598 02	2,577,843 23
Station supplies	130,460 65	159,157 76
Total.....	\$ 7,699,218 77	\$ 8,881,151 07

EXPENSES OF OPERATING, ETC.,—*Continued.*

CLASS IV.—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks.....	\$ 514,878 19	\$ 516,804 50
Legal expenses,.....	86,414 88	118,497 78
Insurance,.....	49,570 24	46,890 31
Stationery and printing,.....	173,947 54	212,210 35
Outside agencies and advertising.....	201,726 86	243,806 76
Contingencies,.....	414,617 55	452,496 24
Taxes in Dakota,..... \$39,478 14	735,593 24	806,312 62
Taxes in other states..... 769,834 48		
Total.....	\$ 2,176,548 50	\$ 2,399,018 51

RECAPITULATION OF EXPENSES.

	Last Year.	Present Year.
Maintenance of way and building,.....	\$ 2,872,458 62	\$ 2,711,306 09
Maintenance of motive power and cars.....	2,205,414 16	2,579,498 17
Conducting transportation,.....	7,699,218 77	8,881,151 07
General expenses, including taxes.....	2,176,548 50	2,302,361 29
Total operating expenses and taxes.....	\$ 14,953,640 05	\$ 16,474,316 62
Operating expenses and taxes per mile of road operated, 5,576.64 miles.....	2,921 77	2,954 17
Operating expenses and taxes per train mile run for trains earning revenue, 18,906,445 miles.....	.88	87
Proportion of operating expenses and taxes for Dakota.....	1,663,264 66	1,103,813 23
Percentage of expenses to earnings.....	59.17	66.63

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year	\$ 5,901,817 60	\$ 478,387 50
Surplus at the close of the year	3,576,299 71	699,818 36
Amount absorbed in construction	3,576,299 71	699,818 36

GENERAL BALANCE SHEET.

DR.

Cost of road, equipment, etc.	\$ 179,227,018 49
Bonds, stocks, etc., owned by company	3,780,105 98
Due from agents, other companies, etc.	553,966 98
United States government	243,827 20
Material and supplies	2,764,414 74
Cash on hand	1,095,332 60
Bills receivable.	21,200 00
Total	\$ 187,689,763 94

GENERAL BALANCE SHEET.

CR.

Capital stock preferred	\$ 21,610,300 00
Capital stock, common	89,680,361 00
Bonds outstanding	118,989,000 00
Vouchers and pay rolls.	2,764,649 41
Due other companies	389,678 03
Dividends unclaimed	68,385 17
Interest coupons—not presented	35,375 16
Interest accrued—not yet payable	3,451,601 81
Income account	699,818 36
Total	\$ 1,887,689,763 94

DESCRIPTION OF ROAD.

From.	To.	Illinois.	Wisconsin.	Iowa.	Minnesota.	Missouri.	Dakota.	Total.
Milwaukee.....	Chicago.....	45.06	37.59	.....	.....	.....	.....	82.65
Rondout.....	Libertyville.....	8.00	.....	.....	.....	.....	.....	8.00
Chicago.....	Evanson.....	11.76	.....	.....	.....	.....	.....	11.76
C. & E. Jct.....	Pacific Junction.....	3.39	.....	.....	.....	.....	.....	3.39
Pacific Junction.....	C. B. Transfer.....	135.43	.....	349.13	.....	.....	.....	484.66
Galewood.....	Dunning.....	3.13	.....	.....	.....	.....	.....	3.13
Marion.....	Coburg.....	.....	.....	159.29	.....	140.27	.....	299.56
Racine.....	Kittredge.....	50.63	69.31	.....	.....	.....	.....	119.94
Savanna.....	Port Byron Jct.....	47.70	.....	.....	.....	.....	.....	47.70
Eagle.....	Elkhorn.....	.....	16.39	.....	.....	.....	.....	16.39
Rockton.....	Rockford.....	14.94	.....	.....	.....	.....	.....	14.94
Elk River Jct.....	Clinton.....	.....	.....	10.06	.....	.....	.....	10.06
Davenport.....	Jackson Jct.....	.....	.....	152.93	.....	.....	.....	152.93
Eldridge.....	Maquoketa.....	.....	.....	32.27	.....	.....	.....	32.27
Paralta.....	Farley.....	.....	.....	43.63	.....	.....	.....	43.63
Florida St.....	Eighth St.....	.....	1.15	.....	.....	.....	.....	1.15
Milwaukee.....	Prairie du Chien.....	.....	184.04	.....	.....	.....	.....	184.04
Prairie du Chien.....	Bridge Switch.....	.....	.50	.....	.....	.....	.....	.50
Stock Yards.....	Merrill Park.....	.....	.80	.....	.....	.....	.....	.80
Mazomanie.....	Prairie du Sac.....	.....	10.37	.....	.....	.....	.....	10.37
Lone Rock.....	Richland Center.....	.....	16.22	.....	.....	.....	.....	16.22

DESCRIPTION OF ROAD.—Continued.

FROM.	To.	Illinois.	Wisconsin.	Iowa.	Minnesota.	Missouri.	Dakota.	Total.
Milton.....	Shullsburg.....	.....	76.84	.....	.....	.....	.....	76.84
Janesville.....	Beloit Jct.....	.....	13.86	.....	.....	.....	.....	13.86
Broadhead.....	New Clarus.....	.....	22.78	.....	.....	.....	.....	22.78
Warren.....	Mineral Point.....	1.01	31.28	.....	.....	.....	.....	32.29
Calamine.....	Platteville.....	.....	17.08	.....	.....	.....	.....	17.08
South Milwaukee.....	LaCrosse.....	.....	108.37	.....	.....	.....	.....	108.37
Watertown Jct.....	Madison.....	.....	36.48	.....	.....	.....	.....	36.48
East Madison.....	Portage.....	.....	33.01	.....	.....	.....	.....	33.01
New Lisbon.....	Necedah.....	.....	13.02	.....	.....	.....	.....	13.02
Viroqua Jct.....	Viroqua.....	.....	32.17	.....	.....	.....	.....	32.17
North LaCrosse.....	Onalaska.....	.....	3.76	.....	.....	.....	.....	3.76
Tomah.....	Minocqua.....	.....	161.50	.....	.....	.....	.....	161.50
Mather.....	Withee.....	.....	16.17	.....	.....	.....	.....	16.17
North Milwaukee.....	Portage.....	.....	100.27	.....	.....	.....	.....	100.27
Merrill Park.....	Schwartzburg.....	.....	6.25	.....	.....	.....	.....	6.25
Cement Line Jct.....	Rock.....	.....	1.06	.....	.....	.....	.....	1.06
Iron Ridge Jct.....	Fond du Lac.....	.....	28.52	.....	.....	.....	.....	28.52
Horicon Jct.....	Berlin.....	.....	42.30	.....	.....	.....	.....	42.30
Brandon.....	Markesan.....	.....	11.49	.....	.....	.....	.....	11.49
Ripon Jct.....	Oshkosh.....	.....	19.08	.....	.....	.....	.....	19.09
Rush Lake Jct.....	Winneconne.....	.....	14.89	.....	.....	.....	.....	14.89

DESCRIPTION OF ROAD—Continued.

From.	To	Illinois.	Wisconsin.	Iowa.	Minnesota.	Wisconsin.	Dakota.	Total.
Sabula Jct.	River Jct. ....	.....	.....	186.18	24.98	.....	.....	161.11
Turkey River Jct.	West Union ....	.....	.....	58.84	.....	.....	.....	58.84
Waukon Jct.	Waukon ....	.....	.....	22.95	.....	.....	.....	22.95
Bellavue	Cascade. ....	.....	.....	35.77	.....	.....	.....	35.77
Reno	Preston ....	.....	.....	.....	57.77	.....	.....	57.77
No. LaCrosse.	St. Paul.	1.39	.....	.....	128.42	.....	.....	128.81
Chestnut St. St. P.	Short Line Jct. ....	.....	.....	.....	8.80	.....	.....	8.80
St. Croix Jct.	Stillwater ....	.....	.....	.....	24.78	.....	.....	24.78
West Wabasha	Zumbrota. ....	.....	.....	.....	60.21	.....	.....	60.21
West Wabasha.	Chippewa Falls.	60.77	.....	.....	1.88	.....	.....	62.60
Red Cedar Jct.	Cedar Falls.	20.87	.....	.....	.....	.....	.....	20.87
No. McGregor.	Chamberlain ....	.....	.....	201.48	.....	.....	149.87	441.35
Beulah Jct.	Elkader. ....	.....	.....	19.22	.....	.....	.....	19.22
Emmetsburg.	Estherville. ....	.....	.....	22.64	.....	.....	.....	22.64
Spencer.	Spirit Lake ....	.....	.....	20.18	.....	.....	.....	20.18
Rock Valley.	Eden ....	.....	.....	8.99	.....	.....	.39	9.38
Marian Jct.	Running Water. ....	.....	.....	.....	.....	.....	62.91	62.91
Calmar	Minneapolis ....	.....	.....	41.88	130.64	.....	.....	172.02
Conover.	Decorah ....	.....	.....	10.00	.....	.....	.....	10.00
Mason City.	Austin. ....	.....	.....	27.95	11.94	.....	.....	39.29
Northfield	Cannon Jct. ....	.....	.....	.....	81.98	.....	.....	81.98

DESCRIPTION OF ROAD—Continued.

FROM.	TO.	Illinois.	Wisconsin.	Iowa.	Minnesota.	Missouri.	Dakota.	Total.
Mendota.....	St. Paul .....	.....	.....	.....	5.56	.....	.....	5.56
Manilla.....	Mitchell .....	.....	.....	95.80	.....	.....	129.89	225.69
Tripp.....	Armour.....	.....	.....	.....	.....	.....	20.45	20.45
Elk Point.....	Sioux Falls.....	.....	.....	84.92	.....	.....	35.48	70.40
Sioux Falls Jct.....	Sioux Falls.....	.....	.....	.....	.....	.....	32.33	32.33
Bridge Switch	Woonsocket .....	.....	.....	.....	206.22	.....	97.20	303.42
Wells	Mankato.....	.....	.....	.....	38.16	.....	.....	38.16
Madison.....	Bristol.....	.....	.....	.....	.....	.....	108.12	108.02
So. Minneapolis	Aberdeen .....	.....	.....	.....	178.74	.....	107.02	285.76
Haastings	Benton Jct.....	.....	.....	.....	53.71	.....	.....	53.71
Hopkins	Lake Minnetonka .....	.....	.....	.....	7.84	.....	.....	7.84
Glencoe.....	Hutchinson .....	.....	.....	.....	13.45	.....	.....	13.45
Andover.....	Harlem .....	.....	.....	.....	.....	.....	55.91	55.91
Milbank Jct.....	End of Track, N. W. ....	.....	.....	.....	.....	.....	33.00	33.00
Ortonville	Fargo .....	.....	.....	.....	46.29	.....	70.68	116.97
Mitchell	Edgeley .....	.....	.....	.....	.....	.....	192.37	192.37
Aberdeen.....	Bowdle .....	.....	.....	.....	.....	.....	56.91	56.91
Orient.....	Eureka .....	.....	.....	.....	.....	.....	67.68	67.68
Totals	Totals	310.15	1,907.99	1,573.20	1,120.17	140.27	1,215.11	5,672.49

DESCRIPTION OF ROAD—*Continued.*

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road.....	5,811.15	5,672.49
Length of road in Dakota.....	1,115.26	1,215.11
Length of road in Wisconsin.....	1,229.88	1,307.59
Length of road in Illinois.....	309.92	316.15
Length of road in Iowa.....	1,527.13	1,573.20
Length of road in Minnesota.....	1,117.00	1,120.17
Length of road in Missouri.....	11.96	140.27
Length of double track on main line.....	29.87	45.52
Total length of road belonging to this company.....	5,811.15	5,672.49
Total length of road belonging to this company in Dakota.....	1,115.26	1,215.11
Aggregate length of sidings and other tracks not above enumerated.....	910.87	1,072.88
Same in Dakota.....	59.71	98.46
Aggregate length of track computed as single track, exclusive of sidings.....	5,841.02	5,718.01
Same in Dakota.....	1,115.26	1,215.11
Total length of steel rails in tracks in Dakota, exclusive of sidings.....	527.64	688.32
Total length of iron rails in tracks in Dakota, exclusive of sidings.....	587.62	576.79
Weight per yard, steel..... 56 to 67 lbs		
Weights per yard, iron..... 35 to 60 lbs		
Gauge of track, standard, 4 ft. 8½ in; narrow, 3 ft.....		
DESCRIPTION OF ROAD.		
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
Report of June 30, 1887.....	1,115.26	
Add correctio of measurement.....	.56	
Lake Preston to Bristol, opened Sept. 12, 1887 ..	72.90	
Roscoe to Eureka, July 20, 1887.....	26.39	
Report of June 30, 1888.....	1,215.11	
Total miles of road operated by this company.....	5,811.15	5,672.49
Total miles of road operated by this company in Dakota.....	1,115.26	1,215.11

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations including flag stations on all roads owned by this company.....	968	1,069
Same in Dakota.....	117	135
Number of stations on all roads operated by this company.....	972	1,069
Same in Dakota.....	117	135
Number of telegraph offices in stations in Dakota.....	95	106

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company.....	20,198	21,798
Same in Dakota.....	3,168	3,606
Amount paid employes, including officials, on all roads operated by this company.....	\$ 11,842,734.72	\$ 13,041,894.33
Same in Dakota.....	1,698,522.87	2,651,586.97

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden truss bridges	5	762	5	762
Combination bridges over 100 feet in length	1	157	1	157
Wooden trestle and pile.....	929	71,458	929	71,458
ARCH CULVERTS AND VIADUCTS IN DAKOTA.				
Less than 20 feet opening.....	2	60	2	60
BOX CULVERTS IN DAKOTA.				
Timber	1,541	47,664	1,541	47,664
Stone.....	23	700	23	700
RENEWAL OF BRIDGES AND CULVERTS IN DAKOTA.				
Amount of timber used in renewals of wooden bridges during the year (feet B. M.) .....	.....	200,000	.....	.....
Timber culverts replaced with timber	6	175	10	300

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

Give the average number of years the trestle and pile bridges last on your road in Dakota. Seven to eight years.

Give the average number of years that wooden truss bridges last on your road in Dakota. Seven to ten years.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota	189	143
Average length of sections, miles	8	8
Average number of men in each section gang.....	5	4
Number of new ties laid in track during the year in Dakota.....	874,801	377,830
Average number of new ties per mile of road.....	784	310
New rails laid in track during the year in Dakota, iron, 216,174.7 tons; miles	11.70	1 78
New rails laid in track during the year in Dakota, steel, 10,851.67 tons, miles.....	270.62	114.20
Total track laid with new rails during the year in Dakota, miles	282.32	115.98

What is the average number of years that iron rails last in your track on main line in Dakota? Four to six years.

What is the average number of years that iron rails last in your track on branches in Dakota? Seven to ten years.

What is the average number of years that steel rails last in your track on main line in Dakota? Eight to ten years.

What is the average number of years that steel rails last in your track on branches in Dakota? Twelve to sixteen years.

What is the average number of years that ties last in your track in Dakota? Six to eight years.

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

Chicago & North Western R. R. near Aberdeen (2), Redfield (2), Vilas.

" " " " " " at Yankton, Wolsey, Faulkton.

St. Paul, Minneapolis & Manitoba R. R. at Wahpeton, Aberdeen, Sewall.

" " " " " " near Sargent, near Britton.

Minneapolis, St. Paul & Sault Ste Marie R. R. at Sewall, Monango, Sargent.

Burlington, Cedar Rapids & Northern R. R. near Sioux Falls, Sioux Falls.

Northern Pacific R. R. at Fargo, Wahpeton.

Chicago, St. Paul, Minneapolis & Omaha R. R. at Sioux Falls.

CROSSINGS IN DAKOTA—*Continued.*

What railroads cross your road, either over or under, and at what locality?

Chicago & Northwestern R. R. at Parker.

Number of highway crossings at grade.....	1,162
Number of highway crossings at which there are flagmen.....	1
Number of highway crossings over railroad.....	2
Number of highway crossings under railroad.....	1
Number of highway bridges less than 18 feet above track.....	2

ROLLING STOCK.

ROLLING STOCK.	Leased.	Owued.	Total.
Number of locomotives.....	757	.....
Number of passenger cars.....	348	.....
Number of baggage, mail and express cars.....	240	.....
Number of parlor and sleeping cars.....	59	.....
Number of dining cars.....	10	.....
Number of box freight cars.....	14,896	.....
Number of stock cars.....	2,544	.....
Number of platform and coal cars.....	4,472	.....
Number of other cars.....	852	.....
Total number of cars.....	23,416	.....

Maximum weight of locomotives and tenders, 68 tons empty.

Average weight of locomotives and tenders, 45 tons empty.

Number of locomotives equipped with train brake, 259.

Kind of brake, Westinghouse air brake.

Maximum weight of passenger cars, 38 tons, coaches:

Average weight of passenger cars, 27 tons, coaches.

Number of cars in passenger equipment equipped with train brake, all.

Kind of brake, Westinghouse air brake.

Number of passenger cars equipped with Miller platform and buffer, 611.

The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars, by engine of given weight. Weight of engine, 90 tons; 216 tons.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year.....	6,578,959	6,856,597
Miles run by mixed trains during the year.....	.....	550,691
Miles run by freight trains during the year.....	10,407,959	11,499,157
Miles run by switching trains during the year.....	4,209,525	4,654,092
Miles run by other trains during the year.....	1,251,521	1,576,067
Total train mileage.....	22,447,964	25,136,624
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains.....	4	4.74
Average weight of passenger trains exclusive of passengers, tons.....	108	128
Average number of cars in freight trains.....	16	21.2
Average weight of freight trains, exclusive of freight, tons.....	176	233
PASSENGER TRAFFIC.		
Number of through passengers carried.....	187,567	171,758
Number of local passengers carried.....	5,496,882	6,558,307
Total number of passengers carried.....	5,683,949	6,730,065
Total passenger mileage, or passengers carried one mile.....	222,067,541	244,302,662
Average distance traveled by each passenger, miles.....	39	36.3
Average amount received from each passenger.....	\$.98	\$ 88¾
Highest rate of fare per mile for any distance.....	\$.04	\$.08
Lowest rate of fare per mile for any distance.....	\$ 1.125	\$.01
Average rate of fare per mile for all passengers.....	\$ 02.51	\$ 02.45
FREIGHT TRAFFIC.		
Number of tons of through freight carried.....	660,885	1,196,562
Number of tons of local freight carried.....	6,683,305	6,479,372
Total tons of freight carried.....	7,344,190	7,675,934
Total mileage of through freight (tons carried one mile).....	158,288,000	286,845,945
Total mileage of local freight (tons carried one mile).....	1,427,185,568	1,373,243,919
Total freight mileage, or tons carried one mile.....	1,585,473,568	1,660,090,864
Average rate per ton per mile received for through freight.....	\$ 0.81	\$ 0.71
Average rate per ton per mile received for local freight.....	\$ 1.17	\$ 1.06
Average rate per ton per mile received for all freight.....	\$ 1.14	\$ 1.09

MILEAGE, TRAFFIC, ETC.,—*Continued.*

CAR MILEAGE.	Last Year.	Present Year.
Number of miles run by loaded freight cars east and south.....	49,559,088	87,715,649
Number of miles run by loaded freight cars west and north	88,848,880	91,108,274
Number of miles run by empty freight cars east and south	35,285,922	33,780,674
Number of miles run by empty freight cars west and north.....	25,587,819	31,075,562
Total freight car mileage.....	229,281,609	248,765,159
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south.....	.31	.28
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north .....	.22	.25

SPEED OF TRAINS IN DAKOTA.

AVERAGE SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops.....	21	21
Rate of speed of freight trains, including stops.....	12	12

TONNAGE OF ARTICLES TRANSPORTED

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	1,577,877	21.48	1,456,005	18.97
Flour.....	577,845	7.87	608,984	7.87
Provisions (beef, pork, lard, etc.)	88,851	1.21	109,444	1.43
Animals	343,014	4.67	377,156	4.91
Other agricultural products	279,731	3.81	299,591	3.90
Lumber and forest products.....	1,846,375	18.38	1,250,089	16.29
Coal.....	778,778	10.54	878,714	11.45
Plaster, lime and cement.....	102,786	1.40	104,442	1.36
Salt.....	59,077	.80	54,181	.71
Petroleum and oil.....	.....	.....	.....	.....
Iron, steel and castings.....	281,288	3.15	216,846	2.82
Stone and brick.....	255,073	3.47	329,618	4.29
Manufactures.....	151,858	2.07	206,571	2.69
Merchandise and other articles not enumerated above..	1,556,837	21.27	1,789,448	23.31
Total tons carried.....	7,844,190	100.00	7,675,984	100.00

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	275,422	56.89	362,264	62.57
Flour.....	19,028	3.90	29,462	5.09
Provisions (beef, pork, lard, etc.)...	665	.18	582	10
Animals.....	14,267	2.92	23,379	4.12
Other agricultural products.....	59,111	12.11	57,069	9.86
Lumber and forest products.....	11,817	2.42	5,280	.91
Coal.....	638	.18	659	.11
Plaster, lime and cement.....	617	.12	237	.04
Salt.....	37	.....	96	.02
Petroleum and oil.....	.....	.....	.....	.....
Iron, steel and castings.....	10,186	2.09	341	.06
Stone and brick.....	22,761	4.66	40,378	6.97
Manufactures.....	2,717	.55	2,995	.52
Merchandise and other articles not enumerated above..	71,127	14.58	55,755	9.63
Total tons carried.....	488,898	100.00	578,995	100.00

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

The American and the United States express companies occupy the lines of this company, doing a general express business. Rates are various, and are governed by the business done and the facilities furnished.

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates.

Parlor cars are owned and run by the C., M. & St. P. Ry. Co. Rates are from 25 cents to 50 cents, according to distance traveled.

Dining cars are owned and run by the C., M. & St. P. Ry. Co. Charge per meal, 75 cents.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Sleeping cars are run by the Pullman Palace Car Co., which makes its own regular charges for accommodations therein.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota, and on what terms of service?

Compensation for mail service is not permanently fixed. Service is ordered subject to the rules and regulations of the postoffice department, and the amount paid is based upon the weight of the mail transported over each route.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

\$1,032.20.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

558.54 miles.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

Western Union Telegraph Co., 540.23 miles.

STATEMENT OF ACCIDENTS.

No.	DATE.	NAME.	OCCUPATION.	STATION.	PASSEN- GERS.				EMPLOYES.				CAUSE.	CHARACTER OF INJURY.
					From Causes Beyond their Control.	Killed.	Inj'd.		From Causes Beyond their Control.	Killed.	Inj'd.	By their own Miscon- duct or want of Caution.		
1	July 1, 1887	S. C. Bassett	Brakeman,	Eden.	..	..	..	..	..	..	1	..	Poleing cars, pole broke.	Internal injuries.
2	July 12,	Jno. Crimmons,	Section foreman,	Marion Jct.	..	..	..	..	..	..	..	..	Piece of coal fell off passing engine.	Killed.
3	July 15,	W. Gilbert,	Laborer,	Lake Preston,	..	..	..	..	..	..	1	..	Loading iron on car.	Ends 2 fingers cut off.
4	July 19,	Tim Burns,	Section man.	Madison,	..	..	..	..	..	..	1	..	Rail fell on foot.	Foot bruised.
5	Aug. 2,	Jno. Clancy,	Brakeman,	Sioux Falls.	..	..	..	..	..	..	1	..	Blown off train by wind.	Foot crushed.
6	Aug. 31,	Jno. F. Flinn,	Brakeman,	Ethan,	..	..	..	..	..	..	1	..	Fell from train.	Shoulder and wrist injured.
7	Sept. 11,	Geo. Rafferty.	Road master,	Madison,	..	..	..	1	..	..	..	..	Hand Car ran off track	Rib fractured.
8	Sept. 25,	Pearl Hale,	Brakeman,	Canton,	..	..	..	..	..	..	1	..	Coupling cars.	Thumb crushed.
9	Sept. 29,	O. P. Polidorio,	Laborer,	Flandreau,	..	..	..	..	..	..	1	..	Fell off hand car.	Contusion of knee j't.
10	Sept. 24,	C. R. Parmelee,	Conductor,	Dell Rapids,	..	..	..	..	..	..	1	..	Coupling engine onto car.	Thumb crushed.
11	Oct. 18,	Pat Anthony,	Brakeman,	Madison,	..	..	..	..	..	..	1	..	Coupling engine onto car.	Fingers cut off, thumb crushed.
12	Oct. 14,	A. J. Vorce,	Brakeman,	Aberdeen,	..	..	..	..	..	..	1	..	Coupling engine onto car.	Slightly squeezed.
13	Oct. 21,	W. Haggerty,	Brakeman,	Roscoe,	..	..	..	..	..	..	1	..	Coupling cars.	Finger crushed.
14	Oct. 22,	C. S. South,	Car repairer,	Andover,	..	..	..	1	..	..	..	..	Handle to sledge broke.	Finger crushed.
15	Oct. 27,	Eskeld Jacobs,	Conductor,	Bradley,	..	..	..	..	..	..	1	..	Unloading scales and fell.	Testicles injured.

16	Oct. 26,	Jno. Lively,	Lineman,	Canton,	..	..	..	..	1	Spurr broke out of pole,	Concussion of spine.
17	Nov. 2,	Alfred Davis,	Brakeman,	Milbank,	..	..	..	..	1	Coupling cars.	Finger crushed.
18	Nov. 7,	R. Thorstanson,	Coal heaver,	Groton,	..	..	..	..	1	Fingers caught in coal bucket,	Two fingers crushed.
19	Nov. 8,	Jno. Staats,	Brakeman,	Bristol,	..	..	..	..	1	Coupling cars,	Three fingers crushed.
20	Nov. 10,	Chas. Steigman,	Brakeman,	Eureka,	..	..	..	..	1	Foot caught by brake beam,	Leg cut off.
21	Nov. 21,	Peter Moline,	Brakeman,	Tripp,	..	..	..	..	1	Coupling cars,	Two fingers crushed.
22	Nov. 23,	Jno. Leinback,	Brakeman,	Madison,	..	..	..	..	1	Coupling cars,	One finger crushed.
23	Nov. 23,	Mrs. Stephenson,	Passenger,	Big Stone City,	..	1	..	..	..	Alighting from train and slipped,	Arm broken, back inj.
24	Nov. 26,	Gordon Ware,	Brakeman,	Aberdeen,	..	..	..	..	1	Coupling cars,	Two fingers crushed.
25	Dec. 8,	Thos. J. Williams,	Line repairer,	Menno,	..	..	..	..	1	Fell off telegraph pole,	Left arm fractured.
26	Dec. 19,	Peter Moline,	Brakeman,	Elk Point,	..	..	..	..	1	Coupling cars,	Shoulder and chest contusion.
27	Dec. 24,	Wm. S. Stone,	Brakeman,	Canton,	..	..	..	..	1	Coupling engine onto car,	Two fingers cut off.
28	Jan. 18, 1888	Robt. Stewart,	Fireman,	Egan,	..	1	..	..	..	Engine boiler exploded,	Killed.
29	Jan. 21,	Geo. Arlin,	Brakeman,	Elk Point,	..	..	..	1	..	Coupling cars,	Killed.
30	Jan. 30,	Leroy Deyo,	Brakeman,	Alexandria,	..	..	..	..	1	Coupling cars,	Finger cut off, hand bruised.
31	Feb. 10,	Pat. Donohue,	Brakeman,	Andover,	..	..	..	..	1	Fingers caught in engine machinery	Three fingers lacer't'd
32	Feb. 14,	Carl H. Wood,	Engineer,	Aberdeen,	..	..	..	..	1	Oiling engine,	Fingers bruised.
33	Feb. 14,	Fred. Grabbe,	Carpenter,	Elk Point,	..	..	..	..	1	Fell off bridge,	Chords of neck bruised
34	Feb. 16,	Ed. Robinson,	Conductor,	Milbank,	..	..	1	..	..	Train ran off track,	Back and knee sprn'd
35	Feb. 18,	Jas. Mulligan,	Brakeman,	Milbank,	..	..	1	..	..	Train ran off track,	Shoulders, wrist and leg sprained.
36	Feb. 19,	Jno. Kerber,	Yard foreman,	Milbank,	..	..	..	..	1	Pulling pin and fell,	Foot crushed.
37	Feb. 26,	Frank Petticrew,	Night yard master,	Mitchell,	..	..	..	..	1	Coupling two cabooses,	Crushing of head and face.
38	Mar. 8,	P. McMahon,	Brakeman,	Aberdeen,	..	..	..	1	..	Slipped and fell off engine,	Killed.
39	Mar. 15,	D. L. Beardsley,	Brakeman,	Tripp,	..	..	..	..	1	Coupling cars,	Hand crushed.
40	Mar. 6,	Wm. Lee,	Brakeman,	Roscoe,	..	..	..	..	1	Coupling engines,	Finger crushed.

STATEMENT OF ACCIDENTS—Continued.

No.	DATE.	NAME.	OCCUPATION.	STATION.	PASSEN- GERS.		EMPLOYEES.				CAUSE.	CHARACTER OF INJURY.
					From Causes Beyond their Control.	Killed.	From Causes Beyond their Control.	Killed.	By their own Miscon- duct or want of Caution	Inj'd.		
41	Mar. 26.	Jerry Culley,	Station engineer,	Aberdeen,	..	..	..	..	..	1	Wiping engine,	End of finger cut off.
42	Mar. 30,	Thos. Lettis,	Switchman,	Aberdeen,	..	..	..	..	..	1	Coupling cars and slipped,	Right leg, left foot crushed.
43	Apr. 2,	Jno. Waigan,	Wiper,	Madison,	..	..	..	..	..	1	Stepped on a piece of cinder,	Ankle sprained, joint ruptured.
44	Apr. 4,	Wm. Rosch,	Brakeman,	Groton,	..	..	1	..	..	..	Brake on hand car broke,	Nose broken, face cut
45	Apr. 9,	Dwight Johnson,	Wiper,	Aberdeen,	..	..	..	1	..	..	Coupling engine to train,	Killed.
46	May 31,	Geo. Ross,	Brakeman,	Eden,	..	..	..	..	1	1	Coupling engine to train,	Collar bone fractured.
47	June 7,	C. A. Goodwin,	Raggage man,	Yankton,	..	..	..	..	1	1	Coupling cars,	Finger crushed.
48	June 27,	Pat'k Lynch,	Section man,	Madison,	..	..	..	..	1	1	Turning engine,	Ankle dislocated.
Total.....					1	2	5	8	8	37		

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.
Derailments	2	.....
Coupling cars.....	2	.....	.....	2	.....
Falling from train.....	1	.....	.....	2	.....
Getting on and off trains.....	1	.....	.....
Miscellaneous	2	.....	.....	17	.....
Total.....	5	.....	1	42	.....

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons killed during the year.....	5
Number of persons injured during the year.....	48
Number of casualties purely accidental during the year.....	8
Number resulting from lack of caution, carelessness, or misconduct.....	40

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Roswell Miller, Milwaukee; *Vice-President*, Frank S. Bond, New York; *Secretary*, P. M. Myers, Milwaukee; *Treasurer*, F. G. Ranney, Milwaukee; *General Manager*, Roswell Miller, Milwaukee; *Assistant General Manager*, J. F. Tucker, Milwaukee; *General Superintendent*, A. J. Earling, Milwaukee; *Assistant General Superintendents*, W. G. Collins, Minneapolis; D. A. Olin, Racine; *Division Superintendents, Dakota lines*, J. B. Moll, Mason City; L. B. Beardsley, Sioux City; D. L. Bush, Austin; E. H. Graves, Minneapolis; E. W. Hadley, Aberdeen; *Chief Engineer*, D. J. Whittemore, Milwaukee; *Superintendent of Telegraph*, G. E. Simpson, Milwaukee; *General Auditor*, J. P. Whaling, Milwaukee; *General Passenger Agent*, A. V. H. Carpenter, Milwaukee; *General Freight Agent*, A. C. Bird, Milwaukee; *General Counsel*, John W. Cary, Milwaukee; *General Solicitor*, John T. Fish, Milwaukee.

DIRECTORS.

P. D. Armour, Chicago; Frank S. Bond, New York; Hugh T. Dickey, New York; Jason C. Easton, LaCrosse; Peter Geddes, New York; Roswell Miller, Milwaukee; Geo. C. Magoun, New York; Joseph Milbank, New York; John Plankinton, Milwaukee; William Rockefeller, New York; Jas. Stillman, New York; A. Van Santvoord, New York; Jas. T. Woodward, New York.

Date of annual meeting of stockholders, June.

Fiscal year of Company ends, December 31st.

General offices of the company are located at Milwaukee, Wisconsin.

STATE OF WISCONSIN, }
COUNTY OF MILWAUKEE, } ss.

Roswell Miller, President, and P. M. Myers, Secretary of the Chicago, Milwaukee & St. Paul railway company, being duly sworn, depose and say that they have caused the foregoing statement to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1888, to the best of their knowledge and belief.

[Signed,]

ROS WELL MILLER, Prest.
P. M. MYERS, Sec.

Subscribed and sworn to before me this 9th day of October, A. D. 1888.

[SEAL.]

WILLIAM S. MILLIGAN,
Notary Public

REPORT

OF THE

WISCONSIN, MINNESOTA & PACIFIC RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1888.

NOTE—This company fails to answer the questions under head of "Capital Stock," "Debt," "Cost of Road and Equipment," and "Property Accounts."

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From all passengers	\$ 40,890 51	\$ 40,374 29
From express	7,800 00	7,993 11
From mails	10,060 89	10,490 58
From other sources, passenger department	903 41	1,111 75
Total earnings, passenger department	\$ 59,554 81	\$ 59,969 73
Earnings per train mile run 123,498 miles \$0 48.56		
EARNINGS, FREIGHT.		
From local. }	188,515 00	
From through. }		134,940 86
From other sources, freight department	620 46	1,022 44
Total earnings, freight department	\$ 184,135 46	\$ 135,963 30
Earnings per train mile run 99,911 miles \$1.3619		
Total transportation earnings	\$ 248,690 27	\$ 195,933 03
Transportation earnings per train mile run, from all trains earning revenue 228,409 miles \$.87 71		
Earnings per mile of road operated 216 23 miles \$906 64		
Proportion of earnings for Dakota	21,015 00	14,394 64
Earnings from all other sources, Minnesota \$85.00; Dakota \$25.00	1,346 00	110 00
Telegraph earnings	1,217 76	
Total earnings from all sources	\$ 246,254 03	\$ 196,043 03

EXPENSES OF OPERATING ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED
TO OPERATING EXPENSES.)

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track.....	\$ 56,827 15	\$ 66,819 26
Renewal of rails.....	294 09	691 80
No tons laid, steel, 17,2925.....		
Renewal of ties.....	5,591 29	6,185 12
Number laid, 18,596.....		
Repairs of bridges, including culverts and cattle guards.....	1,464 17	2,111 19
Repairs of fences, road crossings and signs.....	2,845 61	2,854 47
Repairs of buildings, sections and water tanks.....	2,610 48	4,829 15
Total.....	\$ 68,844 56	\$ 83,490 49
CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of locomotives.....	10,894 24	12,508 18
Repairs of passenger cars.....	4,396 83	4,645 07
Repairs of freight cars.....	8,413 94	9,437 94
Total.....	\$ 23,705 01	\$ 26,591 14
CLASS III.—CONDUCTING TRANSPORTATION.		
Fuel for locomotives.....	28,357 31	24,298 18
Water supply.....	1,225 95	909 25
Oil, waste.....	1,150 91	1,221 57
Locomotive service.....	17,874 97	18,986 92
Passenger train service.....	4,738 40	4,955 77
Passenger train supplies.....	500 91	604 94
Mileage of passenger cars (debt balance).....	14 10	100 32
Freight train service.....	7,041 57	8,457 15
Freight train supplies.....	385 46	381 00
Mileage of freight cars (debt balance).....	2,789 17	2,057 95
Telegraph expenses (maintenance and operating).....	8,320 12	9,029 90
Damage and loss of freight and baggage.....	18 70	159 75
Damage to property and cattle.....	522 48	296 56
Personal injuries.....	595 22	3,540 47
Agents and station service.....	12,040 98	13,764 63
Station supplies.....	2,380 89	2,419 61
Total.....	\$ 82,952 14	\$ 91,073 97

EXPENSES OF OPERATING—Continued.

CLASS IV.—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks.....	\$ 8,985 11	\$ 8,454 29
Legal expenses.....	1,964 66	1,540 05
Insurance	936 67	773 99
Stationery and printing.....	2,477 66	2,188 12
Outside agencies and advertising.....	3,474 35	3,702 62
Contingencies	1,941 42	597 17
Taxes in Dakota..... { \$ 287 89 }	4,628 33	
Taxes in other States..... { \$ 4,813 74 }		5,101 63
Total taxes,		
Total.....	\$ 24,392 20	\$ 22,357 87

RECAPITULATION OF EXPENSES.

RECAPITULATION OF EXPENSES.	Last Year.	Present Year.
Maintenance of way and buildings.....	\$ 68,844 56	\$ 83,490 49
Maintenance of motive power and cars.....	23,705 01	26,591 14
Conducting transportation.....	82,952 14	91,078 97
General expenses, including taxes.....	24,398 20	22,357 87
Total operating expenses and taxes.....	\$ 199,899 91	\$ 223,513 47
Operating expenses and taxes per mile of road operated, 216.23 miles, \$1,033.68.....		
Operating expenses and taxes per train mile run, for trains earning revenue, 223,409 miles, \$1.0047.....		
Proportion of operating expenses and taxes for Dakota.....	36,227 00	80,759 42
Percentage of expenses and taxes to earnings	81.18	114.01

GENERAL EXHIBIT.

GENERAL EXHIBIT.	Last Year.	Present Year.
Total earnings.....	\$ 246,254 03	\$ 196,043 03
Total expenses, including taxes.....	199,899 91	223,513 47
Net earnings, deficit.....	\$ 46,354 12	27,470 44
Rentals, specifying amount paid to each company.		
M. & St. L..... \$ 6,247 27	5,521 20	

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings.....	\$ 246,254 08	\$ 196,043 08
Total income from all sources for the year.....	246,254 08	196,043 08
Proportion of Income for Dakota..... \$14,394 64		

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income.....	\$ 246,254 08	\$ 196,043 08
Total operating expenses and taxes.....	199,899 91	223,513 47
Net income above operating expenses and taxes, deficit.....	\$ 46,354 12	\$ 27,470 44
Gross income per train mile run, 223,409 miles..... \$ 0.8775		

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road from Morton to Watertown.....	205.6	121.5
Length main line of road from Red Wing to Mankato.....		98.73
Length main line in Dakota.....	38.5	38.5
Length main line in Minnesota.....	167.1	176.73
Total length of miles belonging to this company.....	205.6	215 23
Total length of road belonging to this company in Dakota.....	38.5	38.5
Aggregate length of sidings and other tracks not above enumerated.....	10.3	11.3
Same in Dakota.....	1.45	1.45
Aggregate length of track computed as single track, exclusive of sidings.....	205.6	215 23
Same in Dakota.....	38.5	38.5
Total length of steel rails in tracks in Dakota, exclusive of sidings.....	38.5	38.5
Weight per yard, steel.....65 lbs		
Gauge of track..... 4 ft. 8½ in		
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT—NAME, DESCRIPTION AND LENGTH OF EACH.		
B., C. R. & N. Jct. to Watertown.....	1	1
Total miles of road operated by this company.....		216.23
Total miles of road operated by this company in Dakota.....		39.5

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company	32	32
Same in Dakota	4	4
Number of stations on all roads operated by this company	33	33
Same in Dakota	5	5
Number of telegraph offices in stations in Dakota	5	5

EMPLOYEES.

EMPLOYEES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company, estimate	485	485
Same in Dakota	97	97
Amount paid employees, including officials, on all roads operated by this company: Road is operated by employees of M. & St. L. Ry .....	.....	.....

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden trestle and pile.....	22	3,228	22	3,228
BOX CULVERTS IN DAKOTA.				
Timber.....	45	1,941	45	1,955

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota	6	6
Average length of sections	6.6	6.6
Average number of men in each section gang	4	4
Number of new ties laid in track during the year in Dakota	181	.....
Average number of new ties per mile of road	4.5	.....

What is the average number of years that steel rails last in your track on main line in Dakota? Eighteen years.

What is the average number of years that steel rails last on your track on branches in Dakota? Eighteen years.

What is the average number of years that ties last in your track in Dakota? Pine, six years.

CROSSINGS IN DAKOTA.

Number of highway crossings at grade.....	38
Number of highway crossings under railroad.....	1

ROLLING STOCK.

Number of baggage, mail and express cars.....	Owned, 2.	Total, 2
[The equipment of the M. & St. L. Ry is used in operating this road.]		

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year.....	115,018	123,498
Miles run by freight trains during the year.....	98,743	99,911
Miles run by other trains during the year.....	6,756	10,065
Total train mileage.....	220,517	233,474
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains.....	3	2
Average weight of passenger trains, exclusive of passengers, tons.....	67½	45
Average number of cars in freight trains.....	10½	18½
Average weight of freight trains, exclusive of freight, tons.....	105	136.75
PASSENGER TRAFFIC.		
Total number of passengers carried.....	59,382	58,911
Total passenger mileage, or passengers carried one mile.....	1,306,406	1,504,292
Average distance traveled by each passenger, miles.....	22	25
Average amount received from each passenger.....	\$ 0.68.77	\$ 0.75.82
Highest rate of fare per mile for any distance.....	.04½	.04½
Lowest rate of fare per mile for any distance.....	.01	.01
Average rate of fare per mile for all passengers.....	.08.13	.02.88
FREIGHT TRAFFIC.		
Total tons of freight carried.....	191,310	160,535
Total freight mileage, or tons carried one mile.....	8,323,676	6,490,027
Average rate per ton per mile received for all freight.....	\$.02.205	\$.02.08
Percentage of freight originating at, and carried to stations in Dakota, to total freight carried in Dakota. (This should not include fuel or any material for the use of the road.)....	.01.07	.....

MILEAGE, TRAFFIC, ETC.—Continued.

CAR MILEAGE.	Last Year.	Present Year.
Number of miles run by loaded freight cars east and south.....	373,842	343,085
Number of miles run by loaded freight cars west and north.....	421,970	421,782
Number of miles run by empty freight cars east and south.....	214,732	246,004
Number of miles run by empty freight cars west and north.....	161,688	168,812
Total freight car mileage.....	1,171,752	1,179,688
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south.....	36.52	41.76
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north.....	27.70	28.58

SPEED OF TRAINS IN DAKOTA.

MAXIMUM SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops.....	20	25
Rate of speed of freight trains, including stops, per hour.....	10	12

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	62,352	32.50	55,064	34.30
Flour.....	26,857	14.00	21,080	13.10
Provisions (beef, pork, lard, etc.).....				
Animals.....	1,055	.55	808	.50
Other agricultural products.....	184	.07	128	.08
Lumber and forest products.....	47,420	25.00	42,060	26.20
Coal.....	10,752	5.60	8,208	5.11
Plaster, lime and cement.....	2,111	1.10	2,007	1.25
Salt.....	685	.33	482	.30
Petroleum and oil.....	627	.33	514	.32
Iron, steel and castings.....	172	.09	160	.10
Stone and brick.....	1,918	1.00	1,766	1.10
Manufactures--articles shipped from point of production	21,104	11.00	15,411	9.60
Merchandise and other articles not enumerated above..	16,178	8.43	12,907	8.04
Total tons carried.....	191,310	100.	160,585	100.

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	4,224	32.50	3,772	34.30
Flour.....	1,819	14.00	1,441	13.10
Provisions (beef, pork, lard, etc.) .....	.....	.....	.....	.....
Animals.....	71	.55	55	.50
Other agricultural products.....	9	.07	9	.08
Lumber and forest products.....	3,249	25.00	2,881	26.20
Coal.....	715	5.60	563	5.11
Plaster, lime and cement.....	143	1.10	137	1.25
Salt	47	.33	33	.30
Petroleum and oil.....	44	.33	35	.32
Iron, steel and castings.....	12	.09	11	.10
Stone and brick.....	130	1.00	121	1.10
Manufactures—articles shipped from point of production	1,430	11.00	1,056	9.60
Merchandise and other articles not enumerated above..	1,096	8.43	884	8.04
Total tons carried.....	12,989	100.	10,997	100.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them and do you take their freights at the depot or at the office of such express company?

United States Express Company, per diem for whole road, except from Waterville to Manakato. For that portion they pay freight per 100 pounds. They deliver and receive freight at depot.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Dakota, and on what terms of service?

\$89.36 per mile per annum.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

\$55.00.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota? 89½ miles.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, C. F. Hatch, Minneapolis; *Vice-President*, T. E. Clark, Minneapolis; *Secretary*, L. C. Mitchell, Minneapolis; *Treasurer*, J. Gaskell,

DIRECTORS.

C. F. Hatch, Minneapolis; T. E. Clarke, Minneapolis; L. C. Mitchell, Minneapolis; J. Gaskell, Minneapolis; L. F. Kimball, Minneapolis; H. S. Abbott, Minneapolis; R. G. Brown, Minneapolis.

Date of annual meeting of stockholders—First Saturday after first Wednesday in June.

Fiscal year of Company ends June 30th.

General offices of the company are located at Minneapolis.

STATE OF MINNESOTA, }
COUNTY OF HENNEPIN, } ss.

W. H. Truesdale, general manager of the Wisconsin, Minnesota and Pacific Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1888, to the best of their knowledge and belief.

[Signed]

W. H. TRUESDALE.

Subscribed and sworn to before me, this eighteenth day of September, A. D. 1888.

[SEAL.]

HOWARD S. ABBOTT,

Notary Public, Hennepin Co.

REPORT

OF THE

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1888.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association.....	\$ 20,000,000 00	\$ 20,000,000 00
Amount authorized by vote of the company.....	20,000,000 00	20,000,000 00
Amount issued, number of shares.....am't paid in	20,000,000 00	20,000,000 00
Amount of common stock issued.....	20,000,000 00	20,000,000 00
Total amount paid in, as per books of the company.....	\$ 20,000,000 00	\$ 20,000,000 00

Amount of stock per mile of road.....\$ 7,553 77

Amount of stock representing the road in Dakota.....\$7,843,880 99

Date road entered Territory, November 16th, 1879.

DEBT.

DEBT.	Last Year.	Present Year.
FUNDED DEBT AS FOLLOWS:		
First mortgage bonds St. P. & P. Ry due July 1, 1892, rate of interest 7 per cent.....	\$ 366,000 00	\$ 366,000 00
Amount of interest paid on same during the year.....\$25,620 00		
First mortgage bonds due July 1, 1899, rate of interest 7 per cent.	4,991,000 00	4,691,000 00
Amount of interest paid on same during the year.....\$349,870 00		
Second mortgage bonds, due Oct. 1, 1909, rate of interest, 6 per cent	8,000,000 00	8,000,000 00
Amount of interest paid on same during the year .....\$480,000 00		
Dakota extension bonds, due November 1, 1910, rate of interest 6 per cent.	5,676,000 00	5,676,000 00
Amount of interest paid on same during the year.....\$340,560 00		
Consolidated mortgage bonds, due July 1, 1933, rate of interest 6 per cent.....	13,344,000 00	13,344,000 00
Amount of interest paid on same during the year.....\$800,640 00		
Consolidated mortgage bonds, due July 1, 1933, rate of interest 4½ per cent.....	8,100,000 00	12,100,000 00
Amount of interest paid on same during the year .....\$503,561 25		
Subscription to Montana extension bonds.....	12,976 80	.....
Montana extension bonds, due July 1st, 1937, rate of interest 4½ per cent.....	2,80 ,000 00	7,000,000 00
Amount of interest paid during the year.....\$293,999 98		
Subscription to 5 per cent bonds.....	.....	4,106,943 80
Total amount of funded debt.....	\$ 43,289,976 80	\$ 55,283,943 80
Total amount of debt liabilities.....	\$ 43,289,976 80	\$ 55,283,943 80
Amount of debt per mile of road.....\$20,890 25	22,370 81	
Amount of debt representing the road in Dakota.....	18,181,790 26	25,148,879 95
Total amount of stock and debt.....	63,289,976 80	75,283,943 80
Amount of stock and debt per mile of road.....\$23,434 08	32,706 14	
Amount of interest paid representing the road in Dakota.....	911,671 86	1,270,877 43

COST OF ROAD AND EQUIPMENT.

COST OF ROAD AND EQUIPMENT.	Last Year.	Present Year.
Total cost of road and equipment.....	\$ 62,894,047 45	\$ 72,283,812 73
Average cost of road and equipment per mile, 2,647.67 miles.....	32,501 53	27,300 91
Average cost of road and equipment per mile in Dakota, 1,204.43 miles.....	32,501 53	27,300 91

PROPERTY ACCOUNTS.

	Last Year.	Last Year.
Total for construction.....	\$ 10,329,606 92	\$ 7,981,987 69
EQUIPMENT.		
Total for equipment.....	727,792 18	1,407,777 59
Total expenditures charged to property account.....	\$ 11,057,399 10	\$ 9,389,765 28

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From all passengers	\$ 1,497,809 02	\$ 1,823,261 80
From express and baggage.....	106,204 61	119,550 19
From mails.....	133,998 79	145,276 60
From other sources, passenger department.....	40,206 00	44,811 90
Total earnings, passenger department.....	\$ 1,978,213 42	\$ 2,123,900 49
Passenger earnings per train mile run, 1,588,561 miles.. \$ 1.83		
EARNINGS, FREIGHT.		
Freight earnings.....	6,151,746 69	7,277,333 45
From other sources, freight department.....	601 07	492 91
Total earnings, freight department.....	\$ 6,152,347 76	\$ 7,277,826 36
Earnings per freight train mile run, 2,737,445 miles..... \$ 2.66		
Total transportation earnings.....	7,980,561 18	9,401,726 85
Earnings per train mile run, from all trains earning revenue, 4,326,006 miles..... \$ 2.17		
Earnings per mile of road operated, 2,304.41 miles, \$ 4.079.88		
Proportion of earnings for Dakota		2,766,132 68
Rents received for use of road.....	11,630 14	24,965 70
Rents received for use of stations, etc		
Car mileage (credit balances)	85,588 60	134,519 13
Earnings from all other sources.....	673 40	693 83
Total earnings from all sources	\$ 8,028,448 32	\$ 9,561,905 51
Proportion of earnings for Dakota..... \$ 2,766,132 68		

EXPENSES OF OPERATING THE ROAD FOR YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED
TO OPERATING EXPENSES.)

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track.....	\$ 729,482 68	\$ 777,750 54
Renewal of rails.....	148,507 78	271,332 12
No. tons laid, steel..... 10,344.60		
No. tons laid, iron..... 97.17		
Renewal of ties.....	134,589 79	204,807 05
No. laid..... 410,877		
Repairs of bridges, including culverts and cattle-guards.....	131,168 39	76,371 83
Repairs of fences, road crossings and signs.....	18,496 06	20,661 00
Repairs of buildings, sections and water tanks.....	80,813 72	85,567 83
Total.....	\$ 1,198,058 37	\$ 1,496,490 37
CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of locomotives.....	\$ 306,275 54	\$ 480,599 10
Repairs of passenger cars.....	108,787 92	128,062 97
Repairs of freight cars.....	297,669 66	369,708 29
Total.....	\$ 707,733 12	\$ 978,365 36
CLASS III.—CONDUCTING TRANSPORTATION.		
Fuel for locomotives.....	690,508 55	709,915 22
Water supply.....	58,695 60	77,405 31
Oil and waste.....	22,969 97	33,596 34
Locomotive service.....	404,728 85	455,682 34
Train service.....	269,442 20	306,080 23
Train supplies.....	27,040 49	47,974 53
Care, heating and lighting cars.....	16,013 82	21,670 78
Telegraph expenses (maintenance and operating).....	5,770 28	9,379 04
Damage and loss of freight and baggage.....	3,601 79	20,044 76
Damages to property and cattle.....	33,672 69	25,710 24
Personal injuries.....	17,562 58	61,479 26
Agents and station service.....	278,973 69	375,708 03
Station supplies.....	54,826 65	72,807 60
Total.....	\$ 1,818,827 16	\$ 2,217,453 68

EXPENSES OF OPERATING, ETC.,—*Continued.*

CLASS IV.—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks	\$ 202,408 40	\$ 238,996 57
Legal expenses	74,248 24	59,787 98
Insurance	16,578 28	22,046 90
Stationery and printing	7,690 30	20,813 19
Outside agencies and advertising	50,806 02	66,688 56
Contingencies	28,580 40	115,927 94
Taxes in Dakota \$ 70,065 20		
Taxes in other states 198,856 08		
Total taxes	215,485 16	263,921 28
Total	\$ 595,276 80	\$ 787,677 42

RECAPITULATION OF EXPENSES.

	Last Year.	Present Year.
Maintenance of way and building	\$ 1,193,058 37	\$ 1,436,490 37
Maintenance of motive power and cars	707,733 12	978,365 36
Conducting transportation	1,818,827 16	2,217,453 68
General expenses, including taxes	595,276 80	787,677 42
Total operating expenses and taxes	\$ 4,814,895 45	\$ 5,419,986 83
Operating expenses and taxes per mile of road operated, 2,304.41 miles	2,481 25	2,352 00
Operating expenses and taxes per train mile run for trains earning revenue, 4,326,006 miles	1 29	1 26
Percentage of expenses to earnings..... 56.68		

GENERAL EXHIBIT.

GENERAL EXHIBIT.	Last Year.	Present Year.
Total earnings.....	\$ 8,028,448 82	\$ 9,561,905 51
Total expenses, including taxes.....	4,814,895 45	5,419,986 88
Net earnings.....	3,713,552 87	4,141,918 68
Rentals specifying amount paid to each company:		
Minneapolis Union Ry. Co.....	\$ 89,279 06	
Nor. Pac. Fergus Falls and Black Hills Ry.....	9,555 60	
Interest accruing during the year.....	2,170,409 20	2,798,751 23
Interest paid during the year.....	2,170,409 20	2,798,751 23
Interest on funded debt.....	2,170,409 20	2,798,751 23
Interest paid on funded debt.....	2,170,409 20	2,798,751 23
Dividends declared, 6 per cent.....	1,200,000 00	1,200,000 00
Balance for the year.....	257,591 06	148,167 45
Balance at commencement of the year.....	2,117,297 92	2,374,888 98
Balance at the close of the year, June 30, 1888.....	2,374,888 98	2,523,056 43

INCOME ACCOUNT.

INCOME ACCOUNT.	Present Year.	Last Year.
Income from earnings.....	\$ 8,028,448 82	\$ 9,561,905 51
Income from lands sold or leased during the year.....	415,782 16	271,988 69
Income from other sources.....	514,447 39	
Total income from all sources for the year.....	\$ 8,958,677 87	\$ 9,833,844 20

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Present Year.	Last Year.
Total income.....	\$ 8,958,677 87	\$ 9,833,844 20
Total operating expenses and taxes.....	4,814,895 45	5,419,986 88
Net income above operating expenses and taxes.....	4,643,782 42	4,413,857 37
Net income above operating expenses, taxes, interest and rental.....	2,473,373 22	1,620,106 14
Gross income per train mile run, 4,826,006 miles.....	2 40	2 27
Net income per train mile run, 4,362,006 miles.....	1 11	1 02
Percentage of net income to stock and debt.....	8.9	2.15
Percentage of net income to cost of road and equipment.....	8.9	2.24

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year.....	\$ 2,117,297 92	\$ 2,374,888 98
Surplus at the close of the year.....	2,374,888 98	2,523,056 43
The amount of its own stock or bonds owned by the company...	5,600 00	1,021,600 00

GENERAL BALANCE SHEET.

DR.

To		
Cost railway equipment and lands.....	\$ 74,128,685 14	
Cost new equipment.....	1,464,127 59	\$ 75,592,812 73
Stock and bonds.....		2,623,530 18
Other properties and securities.....		4,423,033 66
GENERAL ASSETS.		
Due from agents.....	294,188 23	
Advanced charges on freight.....	7,895 38	
Due from United States postal department.....	37,106 51	
Due from United States transportation.....	33,221 78	372,411 90
Due from other companies and individuals.....		463,553 96
Material supply.....		1,477,293 07
CASH.		
In hands of E. Sawyer, treas.....	799,784 74	
In hands of E. T. Nichols, assistant treas.....	1,135,542 05	
In hands of trustees, first mortgage bonds.....	10,493 42	1,945,820 21
		\$ 86,993,365 71
Less land grant bonds previously redeemed.....	3,009,000 00	
Less land grant bonds redeemed this year.....	300,000 00	3,309,000 00
		\$ 83,589,465 71

GENERAL BALANCE SHEET.

CR.

By			
Capital stock.....		\$ 20,000,000 00	
FUNDED DEBT.			
First mortgage bonds	\$ 8,000,000 00		
Less land grant bonds redeemed.....	8,809,000 00		
Balance	\$ 4,691,000 00		
St. Paul & Pacific bonds.....	868,000 00		
Second mortgage.....	8,000,000 00		
Dakota extension bonds.....	5,676,000 00		
Consolidated mortgage bonds, 6 per cent	13,844,000 00		
Consolidated mortgage bonds, 4½ per cent....	12,100,000 00		
Montana extension bonds	7,000,000 00	51,177,000 00	\$ 71,177,000 00
Subscription 5 per cent. bonds.....			4,106,948 80
Sinking fund applicable to redemption of first mortgage land grant bonds.....		\$ 3,612,648 78	
Less land grant bonds redeemed.....	3,809,000 00		
Premium on land grant bonds.....	166,450 00	3,474,450 00	138,198 78
Sinking fund consolidated mortgage bonds.....			48,022 86
State tax not yet due		\$ 148,144 98	
Accrued interest on bonds not yet due and payable		290,098 83	348,238 26
Audited bills and vouchers unpaid.....		\$ 1,990,122 84	
Unpaid pay rolls		636,890 63	
Unpaid coupons due July 1, 1888, and prior		887,866 00	
Unpaid dividends		1,017 00	
Due from other companies and individuals		241,317 77	3,757,218 74
Fund for improvement and renewals.....			1,045,087 95
Revenue from investments and rents			450,758 89
Balance to profit and loss, June 30, 1887.....		2,374,888 98	
Balance to profit and loss, June 30, 1888.....		148,167 45	2,523,056 43
			\$ 88,689,466 71

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road from St. Paul and Minneapolis to St. Vincent and Neche.....	805.49	\$ 805.49
Length of road in Dakota.....	155.68	155.68
Length of road in Minnesota.....	649.81	649.81
Length of double track on main line.....	28.44	44.65
Same in Dakota.....	.....	.....
Total length of branches owned by this company.....	1120.62	1842.18
Total length of branches owned by this company in Dakota.....	652.94	882.46
Total length of branches owned by this company in Minnesota..	476.68	554.62
Total length of branches owned by this company in Montana....		406.10
Total length of road belonging to this company.....	1985.11	2647.67
Total length of road belonging to this company in Dakota.....	806.62	1088.14
Aggregate length of track computed as single track, exclusive of sidings.....	1968.55	2692.82
Same in Dakota.....	806.62	1088.14
Total length of steel rails in tracks in Dakota, exclusive of sidings.....	649.52	879.04
Total length of iron rails in tracks in Dakota, exclusive of sidings	159.10	159.10
Weight per yard, steel..... 56 to 60 lbs		
Weights per yard, iron..... 56 lbs		
Gauge of track, standard, 4 ft. 8½ in; narrow, 3 ft.....	4 ft., 8½ in.	4 ft., 8½ in.
Total miles of road operated by this company.....	1985.11	2647.67
Total miles of road operated by this company in Dakota.....	806.62	1088.14

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company.....	246	433
Same in Dakota.....		155
Number of stations on all roads operated by this company.....	246	433
Same in Dakota.....		155
Number of telegraph offices in stations in Dakota.....	83	117

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Agregate Length. Feet.	No.	Agregate Length. Feet.
Wooden truss bridges over 100 feet in length.....	4	2,401
Combination bridges over 100 feet in length.....	2	644
Wooden trestle and pile.....	682	39,768

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

LOCATION.	Kind.	Material.	When Built	Length, ft.
Gassman Coulee.....	Howe truss, 30 span.	Wood	.....	1,500
Big Marys.....	Howe truss.	Wood.	.....	900
Muddy Creek.....	Howe truss, 1 span.	Wood.	.....	150
Between Park River and Langdon.....	3 Howe truss.	Wood.	.....	524
Total.....	.....	.....	.....	2,474

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of new ties laid in track during the year in Dakota.....	119,831	127,852
Average number of new ties per mile of road.....	148	159
New rails laid in track during the year in Dakota, iron, 692 tons; miles.....	7.7	8.8
New rails laid in track during the year in Dakota, steel, 57 tons, miles.....	.4	.7
Total track laid with new rails during the year in Dakota, miles	8.1	9.5

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

Northern Pacific R. R. at Casselton.

" " R. R. between Everest and Ripon

Fargo & Southwestern R. R. at Davenport.

Chicago, Milwaukee & St. Paul R. R. at Wahpeton.

" " " " R. R. at Burch.

" " " " R. R. at 4 miles north of Wahpeton.

Chicago & North Western R. R. at Aberdeen.

" " " " " " at Riverdale and Watertown.

Duluth & Manitoba R. R. at Grand Forks.

" " R. R. at Grafton.

Minneapolis & St. Louis R. R. at Watertown.

Minneapolis & Pacific R. R. at Hankinson.

ROLLING STOCK.

ROLLING STOCK.	LEASED.	OWNED.	TOTAL.
Number of locomotives	240	240
Number of passenger cars.....	132	132
Number of baggage, mail and express cars.....	55	55
Number of parlor and sleeping cars.....	33	33
Number of dining cars.....
Number of box freight cars.....	5,259	5,259
Number of stock cars.....	528	528
Number of platform and coal cars.....	1,953	1,953
Number of other cars.....	291	291
Total number of cars,	8,251	8,251

Maximum weight of locomotives and tenders, 52 tons.

Average weight of locomotives and tenders, 39 tons.

Kind of brake, Westinghouse automatic.

Number of cars equipped with train brake, 220.

Kind of brake, Westinghouse automatic.

Number of passenger cars equipped with Miller platform and buffer, 220.

The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars by engine of given weight. Load varies according to season and other conditions.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year.....	1,861,862	1,588,561
Miles run by freight trains during the year.....	1,969,299	2,727,445
Miles run by switching trains during the year.....		1,448,714
Miles run by other trains during the year (work).....	8,559,857	414,064
Total train mileage.....	6,910,518	6,189,784
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains.....	4.68	4.70
Average number of cars in freight trains.....	22.36	28.20
PASSENGER TRAFFIC.		
Total number of passengers carried.....	2,042,271	2,281,381
Total passenger mileage, or passengers carried one mile.....	66,807,712	78,849,169
Average distance traveled by each passenger, miles.....	31.245	32.871
Average amount received from each passenger.....	\$ 78.340	\$ 79.929
Average rate of fare per mile for all passengers.....		
Increase, account of higher rate on new lines in Montana.....	\$ 02.24	\$ 02.46
FREIGHT TRAFFIC.		
Total tons of freight carried.....	2,246,279	2,069,428
Total freight mileage, or tons carried one mile.....	450,982,489	559,795,053
Average rate per ton per mile received for all freight.....	1.86	1.80
CAR MILEAGE.		
Number of miles run by loaded freight cars east and south.....	18,458,205	25,770,611
Number of miles run by loaded freight cars west and north.....	22,984,478	25,174,384
Number of miles run by empty freight cars east and south.....	9,244,449	8,685,386
Number of miles run by empty freight cars west and north.....	5,494,967	9,841,429
Total freight car mileage.....	56,177,094	69,421,710
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south.....	83.3	28
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north.....	19.3	25

SPEED OF TRAINS IN DAKOTA.

AVERAGE SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops.....	20 to 28	20 to 28
Rate of speed of freight trains, including stops.....	10 to 15	10 to 15

TONNAGE OF ARTICLES TRANSPORTED

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	1,021,987	58.9	1,198,275	57.6
Flour.....	54,941	08.2	67,896	08.3
Provisions (beef, pork, lard, etc.)	10,438	00.6	27,188	01.3
Animals	21,188	01.2	34,432	01.7
Other agricultural products	26,283	01.5	36,899	01.8
Lumber and forest products.....	313,873	18.1	339,878	16.4
Coal.....	47,325	02.7	72,108	08.5
Plaster, lime and cement.....	9,102	00.5	11,592	00.6
Salt.....	7,708	00.5	6,184	00.3
Petroleum and oil.....	8,113	00.5	7,888	00.4
Iron, steel and castings.....	12,161	00.7	3,984	00.2
Stone and brick.....	36,828	02.1	52,367	02.5
Manufactures—articles shipped from point of production	24,238	01.4	33,315	01.6
Merchandise and other articles not enumerated above..	140,075	08.1	182,478	08.8
Total tons carried.....	1,734,210	100.00	2,069,426	100.00

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

American express company; do a general express business; take freight from and deliver at cars.

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates.

•Sleeping cars owned and run by this company; various rates, according to distance, etc.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota, and on what terms of service?

\$38,902.60 per annum, subject to fines and deductions. Usual terms of service.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

\$701.18.

ADDITIONAL QUESTIONS—*Continued.*

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

None.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

Western Union Telegraph Co., 1,088.14 miles.

LANDS—CONGRESSIONAL GRANT.

State number of acres of land originally granted in aid of construction of your road by the United States or by the territory.....	3,848,000
State number of acres of land your company has already received from congressional grants.....	2,808,376.84
State the number of acres yet to inure to your company from congressional grants.....	1,044,623.16
State the average price at which these lands have been sold or contracted by the company (per acre).....	\$6 48
State the number of acres sold for year ending June 30, 1888.....	51,001.01
State the amount received from new sales for year ending June 30, 1888.....	\$97,849 27
State the amount unpaid on outstanding contracts.....	\$799,753 84
State the gross amount received from sales, contracts, forfeited contracts, etc., for year ending June 30, 1888.....	\$344,958 70
State the amount expended in sale and management of lands.....	\$94,987 84
State the amount realized from the sale of lands above the expenses incurred in the management and taxes.....	\$250,020 86

REPORT OF ACCIDENTS FOR DAKOTA

FROM JULY 1, 1887 TO JUNE 30, 1888.

EMPLOYEES KILLED.

DATE.	NAME AND OCCUPATION.	PLACE.	CAUSE AND RESPONSIBILITY.
July 8, 1887	Jas Flannigan, sec. form'n	Rutland,	Fell from hand car.
Aug. 2,	H. Fink, brakeman	Devils Lake,	Killed in collision.
Sept. 14,	Daniel Patten, wiper,	Larimore,	Trying to board moving train.
Oct. 3,	Neal Knapp, yardmaster,	Fargo,	While pulling pin, slipped—run over.
Nov. 26,	A. J. Streeter, engigeer,	Petersburg,	Train derailed.
Jan. 12, 1888	Ole Olson, track walker,	Lakota,	Struck by train.
Mar. 27,	E. W. Tanner, brakeman	Larimore,	Climbing from caboose to car.
Apr. 21,	James Boyer, laborer,	Park River,	Pile of timber fell on him.

EMPLOYEES INJURED.

DATE.	NAME AND OCCUPATION.	PLACE.	CAUSE AND RESPONSIBILITY.
Aug 2, 1887	Peter Carlson, laborer,	Devil's Lake,	Ribs broken in collision.
Sept. 15,	D. A. Finnigan, brakeman,	Ross,	Coupling. Injured hand.
Aug. 18,	Charles Johns, brakeman,	Trenton,	Gravel train ran into washout, arm broken.
Aug. 18,	Kam Arra, laborer,	Trenton,	Same as preceeding.
Aug. 18,	John Franklin, cook,	Trenton,	Same accident as preceeding,
Oct. 8,	Albert Pampusch, sec. man,	South Shore,	Fell from hand car, breaking leg.
Sept. 29,	J. C. Duval, brakeman,	Mapes,	Fell from train, hurt in back.
Oct. 18,	P. J. McGrau, brakeman,	Grand Harbor,	Coupling. Two fingers injured.
Nov. 1,	F. S. Parker, brakeman,	Emerado,	Coupling. Two fingers injured.
Nov. 29,	Jens Vigdal, section man,	Petersburg,	Fell from hand car. Back hurt.
Dec. 20,	C. Langdon, water s'p'v's'r	Langdon,	Fell into water tank well, breaking leg.
Jan. 28, 1888	Bernerd Swanson, sec. man,	Grafton,	Jumped off moving train and broke leg.
Mar. 17,	J. M. McCormick, brakem'n	Clifford,	Coupling. Lost one finger.
Feb. 15,	Dan Maroney, laborer,	Wheelock,	Train derailed. Broken rail. Arm broke.
Feb. 15,	Jacon Kirsch, laborer,	Wheelock,	Train derailed. Broken rail. Leg broke.
Feb. 15,	R. S. Ovens, laborer,	Wheelock,	Train derailed. Broken rail. Nose broke.
Mar. 30,	Karl Kuhn, car repairer,	Portland,	Three fingers injured by car falling.
Apr. 5,	Wm. Prentice, brakeman,	Ardock,	Thumb injured. Coupling.
June 19,	E. H. Hargrave, br'kman,	Altonz,	One finger injured. Coupling.

PASSENGERS INJURED.

DATE.	NAME.	PLACE.	CAUSE AND RESPONSIBILITY.
Aug. 2, 1887	Cornelius P. House,	Devil's Lake,	Injured on hand. Collision.
Nov. 20,	Thomas Ryan,	Edinburg,	Standing on caboose platform. Fell off, breaking collar bone.
Apr. 17, 1888	Willis Kelsey,	Larimore,	Boy fell off caboose and lost one hand.

OTHER PERSONS KILLED.

DATE.	NAME.	PLACE.	CAUSE AND RESPONSIBILITY.
Sep. 6, 1887	Dennis Kinney,	Ojata,	Running on top of train, fell between cars.
Oct. 8,	Samuel J. Pike,	Northwood,	Trying to board moving train.
Mar. 7, 1888	R. T. Helling,	Lidgerwood,	Trying to board moving train.
Mar. 17,	Richard McCarthy,	Havana,	Same as preceding.

OTHER PERSONS INJURED.

DATE.	NAME.	PLACE.	CAUSE AND RESPONSIBILITY.
July 12, 1887	Fred Beard,	Reynolds,	Attempted to go between cars, foot inj.
Aug. 7,	Mrs. A. Pogreba and child,	Casselton,	Were riding on hand car. Car left track. Child killed. Woman not seriously injured.
Aug. 26,	George Stephens,	St. Thomas,	Drunk. Tried to board train when moving. Broke shoulder bone.
Sept. 8,	Peter Conolly,	Clifford,	Trying to steal ride. Fell off and had one foot crushed.
Nov. 8,	Mrs. Mary Falk,	Fargo,	While saying good bye to friends, jumped off train and broke her ankle.
Mar. 17, 1888	Thomas M. Wright,	Hamilton,	Trespasser. Was struck by train and arm broke.

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.
Derailments.....	1	.....	.....	6	.....
Collisions.....	1	.....	1	1	.....
Coupling cars.....	1	.....	.....	6	.....
Falling from trains.....	1	1	2	1	.....
Getting on and off trains.....	1	3	.....	1	1
Highway crossings.....
Miscellaneous.....	2	1	.....	4	2
Stealing rides.....	1
While intoxicated.....	1
Trespassers on track.....	1	.....	.....	.....	1
Total.....	8	5	3	19	6

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons killed during the year.....	13
Number of persons injured during the year.....	28
Number of casualties purely accidental during the entire year.....	9
Number resulting from lack of caution, carelessness or misconduct.....	32
Number of persons injured while intoxicated.....	1
Number of trespassers on track killed.....	1
Number of trespassers on track injured.....	1
Number of tramps or others stealing rides killed or injured.....	1

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, James J. Hill, St. Paul, Minn.; *Vice-President*, W. P. Clough, St. Paul, Minn.; *Secretary*, Ed. Sawyer, St. Paul, Minn.; *Treasurer*, Ed. Sawyer, St. Paul, Minn.; *General Manager*, A. Manvel, St. Paul, Minn.; *General Superintendent*, A. L. Mohler, St. Paul, Minn.; *Assistant General Superintendents*, E. B. Wakeman, St. Paul, Minn.; *Division Superintendents*, J. B. Rice, St. Paul, Minn.; J. A. Mayer, Minneapolis, Minn.; A. Guhrle, Barnesville, Minn.; C. H. Jenks, Larimore, Dak.; C. F. Waldo, Great Falls, Mont.; *Chief Engineer*, N. D. Miller, St. Paul, Minn.; *Superintendent of Telegraph*, J. B. King, St. Paul, Minn.; *Auditor*, S. S. Breed, St. Paul, Minn.; *General Traffic Manager*, W. S. Alexander, St. Paul, Minn.; *General Passenger Agent*, C. H. Warren, St. Paul, Minn.; *General Freight Agent*, J. M. Sawyer, St. Paul, Minn.; *General Solicitor*, M. D. Grover, St. Paul, Minn.

DIRECTORS.

James. J. Hill, St. Paul, Minn.; John S. Kennedy, New York; D. Willis James, New York; Sam'l Thorne, New York; F. P. Alcott, New York; D. C. Shepard; St. Paul, Minn.; T. Jefferson Coolidge, Boston.

Date of annual meeting of stockholders, third Thursday in August.

Fiscal year of Company ends, June 30th.

General offices of the company are located at St. Paul.

STATE OF MINNESOTA }
COUNTY OF RAMSEY, } ss.

A. Manvel, Vice-President, and General Manager of the St. Paul, Minneapolis & Manitoba railway company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1888, to the best of his knowledge and belief.

[Signed,]

A. MANVEL.

Subscribed and sworn to before me this 30th day of October, A. D. 1888.

[SEAL.]

E. T. STEVENSON,
Notary Public

REPORT

OF THE

BLACK HILLS & FORT PIERRE RAILROAD
COMPANY.

FOR THE YEAR ENDING JUNE 30, 1888.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association..... \$ 500,000 00	\$ 500,000 00	.....
Amount issued, number of shares, 5,000.....am't paid in	800,000 00	300,000 00
Amount of common stock issued, 5,000 shares.....	5,000 00	.....
Total amount paid in, as per books of the company.....	\$ 800,000 00	\$ 800,000 00

Amount of stock per mile of road.....	\$ 33,333 00
Amount of stock representing the road in Dakota.....	500,000 00
Amount of stock held in Dakota.....	700 00
Total number of stockholders.....	5
Number of stockholders in Dakota.....	3

DEBT.

DEBT.	Last Year.	Present Year.
Total amount of stock and debt.....	\$ 500,000 00	\$ 500,000 00
Amount of stock and debt per mile of road.....\$33,333 00	33,333 00	.....

COST OF ROAD AND EQUIPMENT.

COST OF ROAD AND EQUIPMENT.	Last Year.	Present Year.
Total expended for construction and equipment.....	\$ 300,000 00	\$ 300,000 00
Average cost of construction per mile of road, 15 miles.....	.....	20,000 00
Proportion of cost of const'n for Dakota including equipment }		
COST OF EQUIPMENT.		
Total cost of road and equipment.....	300,000 00	300,000 00
Average cost of road and equipment per mile, 15 miles.....	20,000 00	20,000 00
Average cost of road and equipment per mile in Dakota, 15 miles	20,000 00	20,000 00
Estimated present cash value of all your property in the territory, not including land grant or undivided profits.....	100,000 00	100,000 00

PROPERTY ACCOUNTS.

EQUIPMENT.	Last Year.	Present Year.
Number of Locomotives.....	3
Number of passenger, mail, baggage and express cars.....	1
Number of freight cars.....	60

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
Total earnings, passenger department.....	\$ 464 50	\$ 348 50
EARNINGS, FREIGHT.		
From local.....	\$62,752 50	
Total earnings, freight department.....	69,975 65	62,752 50
Total transportation earnings.....	70,440 15	63,101 00
Earnings from all other sources.....	2,325 18	5,781 63
Total earnings from all sources	\$ 72,765 33	\$ 68,882 63
Proportion of earnings for Dakota..... \$ all		

EXPENSES OF OPERATING ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED
TO OPERATING EXPENSES.)

CLASS I.	Last Year.	Present Year.
No tons laid, steel,.....	800	.....
Number of ties laid.....	20,000	.....
Total.....	\$ 48,111 57	\$ 27,494 76
CLASS III.—CONDUCTING TRANSPORTATION.		
Total, including taxes, \$2,087 48.....	\$ 39,663 66	\$ 38,163 16
CLASS IV.—GENERAL EXPENSES.		
Taxes in Dakota..... { \$ 2,087 48 }	1,433 19	\$ 2,087 48
Taxes in other States..... { }		

RECAPITULATION OF EXPENSES.

RECAPITULATION OF EXPENSES.	Last Year.	Present Year.
Maintenance of way and buildings.....	\$ 48,111 57	\$ 27,494 76
General expenses, including taxes.....	39,663 66	38,163 16
Total operating expenses and taxes.....	\$ 87,775 23	\$ 65,657 92
Operating expenses and taxes per mile of road operated, 15 miles, \$4,243 86.....		
Percentage of expenses and taxes to earnings.....	120	92

GENERAL EXHIBIT.

GENERAL EXHIBIT.	Last Year.	Present Year.
Total earnings.....	\$ 72,765 23	\$ 68,882 63
Total expenses, including taxes.....	87,775 23	62,657 93
Balance at the close of the year, June 30, 1888. Net earnings remain in treasury.		

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings.....	\$ 72,765 83	\$ 68,882 63
Total income from all sources for the year.....	72,765 83	68,882 63

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income.....	\$ 72,765 83	\$ 68,882 63
Total operating expenses and taxes.....	87,775 23	63,657 92
Net income above operating expenses, taxes, interest and rental .....	.....	.....

Road not operated in January, Febuary, March and April.

GENERAL BALANCE SHEET.

DR.

Operating expenses.....	\$ 34,075 68
Maintenance of way.....	27,494 76
Taxes.....	2,087 48
Balance	40,160 38
Total	\$ 103,818 30

GENERAL BALANCE SHEET.

CR.

Balance.....	\$ 34,985 67
Earnings for transportation of freight.....	62,752 50
Earnings for transportation of passengers	348 50
Earnings from all other sources.....	5,781 63
Total	\$ 103,818 30

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road from Golden Gate to Elk Creek	15	15
Total length of road belonging to this company.....	15	15
Total length of road belonging to this company in Dakota.....	15	15
Aggregate length of sidings and other tracks not above enumerated	2	2
Same in Dakota	2	2
Aggregate length of track, computed as single track, exclusive of sidings	15	15
Same in Dakota.....	15	15
Total length of steel rails in tracks in Dakota, exclusive of sidings	10	10
Total length of iron rails in tracks in Dakota, exclusive of sidings	5	5
Weight per yard, steel..... 40 lbs		
Weight per yard, iron..... 80 and 85 lbs		
Gauge of track.....	3	3
Total miles of road operated by this company.....	15	15
Total miles of road operated by this company in Dakota.....	15	15

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company	4	4
Same in Dakota.....	4	4
Number of stations on all roads operated by this company.....	4	4
Same in Dakota	4	4

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company.....	50	50
Same in Dakota.....	50	50

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden trestle and pile.....	18	3,044	18	3,044
BOX CULVERTS IN DAKOTA.				
Timber.....	12	360	12	360

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

Give the average number of years the trestle and pile bridges last on your road in Dakota.
Built in 1881-2. Still good.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota, miles	3	3
Average length of sections.....	5	5
Average number of men in each section gang.....	6	6
Number of new ties laid in track during the year in Dakota.....	20,000	.....
Average number of new ties per mile of road.....	1,333	.....

What is the average number of years that iron rails last in your track on main line in Dakota?
Five years.

What is the average number of years that steel rails last in your track on branches in Dakota?
Now on trial.

What is the average number of years that ties last in your track in Dakota? Four years.

CROSSINGS IN DAKOTA.

Number of highway crossings at grade.....	6
Number of highway crossings under railroad.....	4

ROLLING STOCK.

Number of locomotives owned.....	3
Number of Passenger cars owned.....	1
Number of platform and coal cars owned.....	60
Total number of cars owned.....	64

ROLLING STOCK—*Continued.*

Maximum weight of locomotives and tenders, 46 tons. Not in use.

Average weight of locomotives and tenders, 20 tons. In use.

Kind of brake. Steam and hand.

Maximum weight of passenger cars, 9 tons.

Average weight of passenger cars, 9 tons.

The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars, by engine of given weight. Weight of engine 20 tons, 40 tons.

Weight of engine 80 tons, 60 tons.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Total train mileage.....	36,000
CARS AND WEIGHT OF TRAINS.		
Average number of cars in freight trains.....	8
Average weight of freight trains, exclusive of freight, tons.....	36
PASSENGER TRAFFIC.		
Highest rate of fare per mile for any distance	\$.05
Lowest rate of fare per mile for any distance.....	\$.05
Average rate of fare for all passengers.....	\$.05

SPEED OF TRAINS IN DAKOTA.

MAXIMUM SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains; including stops.....	10	10
Rate of speed of freight trains, including stops, per hour.....	10	10

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, George Hearst; *Secretary*, Thomas J. Grier; *Treasurer*, James B. Haggin; *General Superintendent*, Thomas J. Grier; *Assistant General Superintendent*, Richard Blackstone; *Chief Engineer*, Richard Blackstone; *General Solicitor*, G. C. Moody.

DIRECTORS.

George Hearst, San Francisco, Cal.; James B. Haggin, San Francisco, Cal.; Thomas J. Grier, Lead City, Dakota; D. K. Dickinson, Lead City, Dakota; G. C. Moody, Deadwood, Dakota.

Date of annual meeting of stockholders—First Tuesday in June.

Fiscal year of Company ends December 31st.

General offices of the company are located at Lead City, Dakota.

TERRITORY OF DAKOTA, }
COUNTY OF LAWRENCE. } ss.

Thomas J. Grier, who is the secretary and general superintendent of the Black Hills and Fort Pierre Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1888, to the best of his knowledge and belief.

[Signed]

THOMAS J. GRIER,
Secretary and General Superintendent.

Subscribed and sworn to before me, this thirteenth day of August, A. D. 1888.

[SEAL.]

WALTER E. SMEAD,
Notary Public

REPORT

OF THE

FREMONT, ELK HORN & MISSOURI VALLEY RAIL-
WAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1888.

CAPITAL STOCK.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles or association.....	\$ 30,000 00
Amount authorized by vote of the company.....	23,700,000 00
Amount issued, number of shares 237,000; amount paid in.....	23,700,000 00
Total amount paid in, as per books of the company.....	\$ 23,700,000 00

Amount of stock per mile of road	\$ 22,599 62
Amount of stock representing the road in Dakota.....	2,759,870 10
Total number of stockholders	10

Date road entered territory: opened December 14, 1885:

DEBT.

	Last Year.	Present Year.
FUNDED DEBT AS FOLLOWS:		
Consolidated 6 per cent bonds due Oct. 1, 1933, rate of interest 6 per cent.....		\$ 15,800,000 00
Amount of interest paid on same during the year.....\$732,888 32		
S. C. & P. car trust bonds due \$40,000 annually to March 1, 1896, rate of interest 6 per cent.....		319,000 00
Amount of interest paid on same during the year.....\$ 21,630 00		
Total amount of funded debt.....		\$ 16,119,000 00
Floating debt.....		\$ 123,180 00
Total amount of debt liabilities.....		\$ 16,242,180 00
Amount of debt per mile of road.....		15,488.075
Amount of debt representing the road in Dakota, proportional...		1,891,408.72
Total amount of stock and debt.....		39,942,180 00
Amount of stock and debt per mile of road.....		38,067.695
Amount of interest paid representing the road in Dakota prop...		87,882 46

COST OF ROAD AND EQUIPMENT.

COST OF ROAD AND EQUIPMENT.	Last Year.	Present Year.
Total expended for construction.....		\$ 33,087,644 81
Average cost of construction per mile of road.....1,048.69 miles		36,319 26
Proportion of cost of construction for Dakota.....		4,435,306 08
Total for equipment.....		2,009,089 37
Average cost of equipment per mile of road operated by company, 1,048.69 miles.....		1,915 81
Proportion of cost of equipment for Dakota.....		233,958 72
Total cost of road and equipment.....		\$ 40,096,734 18
*Average cost of road and equipment per mile, 1,048.69 miles....		38,235 07
Proportion of cost of road and equipment for Dakota.....		4,669,266 75
*Average cost of road and equipment per mile in Dakota, 122.12 miles.....		38,235 07

*Equipment also operates 105.76 miles of leased line in Wyoming, not included in these miles.

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN
INCREASED DURING THE YEAR.

PROPERTY ACCOUNTS.	Last Year.	Present Year.
Grading.....	\$ 718,208 98
Bridging and masonry.....	211,657 89
Superstructure, including rails	1,449,692 60
Land, land damages and fences.....	333,208 80
Passenger and freight stations, coal sheds and water stations..	}	214,149 80
Engine houses, car sheds, turn tables and shops.....		
Machine shops, including machinery and tools.....		
Construction of telegraph.....	30 18
Engineering, agencies, salaries and other expenses during construction	33,747 74
Transportation of material.....	279,278 18
Purchase of other roads (specifying same) and all particulars		
Account of contracts for construction of incompleted extensions and branches of this company's road in Nebraska and Dakota.....	1,950,000 00
All other items.....	8,199 18
Total for construction	\$ 5,198,168 33
EQUIPMENT.		
Locomotives (4).....	38,418 22
Passenger, combination, mail, baggage and express cars (18)...	68,553 98
Freight and other cars (870).....	495,720 22
Wrecking cars, pile drivers, ditching and tools (1).....	996 52
Total for equipment.....	603,688 94
Total expenditures charged to property account.....	\$ 5,801,857 27
Net addition to property account for the year.....	\$ 5,801,857 27

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From all passengers		\$ 628,371 53
From express		87,848 68
From mails		112,304 29
Total earnings, passenger department		\$ 808,519 50
Earnings per train mile run..... 754,796 miles.....\$1.071		
EARNINGS, FREIGHT.		
Total earnings, freight department.....		1,914,732 41
Earnings per train mile run..... 1,859,683 miles.....\$1.406		
Total transportation earnings.....		\$ 2,723,251 91
Earnings per train mile run, from all trains earning revenue 2,114,479 miles.....\$1.287		
Earnings per mile of road operated 1,043.88 average miles \$2,608 78		
Proportion of earnings for Dakota.....		281,356 78
Miscellaneous earnings.....		64,747 89
Total earnings from all sources.....		\$ 2,797,999 30
Proportion of earnings for Dakota.....		\$ 288,046 25

EXPENSES OF OPERATING THE ROAD FOR YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED
TO OPERATING EXPENSES.)

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track.....		\$ 314,614 03
Renewal of rails.....		119,082 70
No. tons laid, steel..... 6,254		
No. tons laid, iron..... 279		
Renewal of ties.....		23,471 04
No. laid..... 41,804		
Repairs of bridges, including culverts and cattle-guards.....		23,400 21
Repairs of fences, road crossings and signs.....		12,887 12
Repairs of buildings, sections and water tanks.....		25,200 89
Total.....		\$ 223,656 50
CLASS II.—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of locomotives.....		\$ 69,600 51
Repairs of passenger cars.....		20,625 63
Repairs of freight cars.....		54,672 44
Total.....		\$ 144,898 58
CLASS III.—CONDUCTING TRANSPORTATION.		
Fuel for locomotives.....		\$ 285,588 97
Water supply.....		6,809 68
Oil and waste.....		17,799 81
Locomotive service.....		194,688 54
Passenger train service.....		38,730 31
Passenger train supplies.....		8,956 89
Mileage of passenger cars (debt balance).....		16,085 97
Freight train service.....		85,068 72
Freight train supplies.....		3,177 94
Telegraph expenses (maintenance and operating).....		37,932 59
Damage and loss of freight and baggage.....		4,508 41
Damages to property and cattle.....		8,733 68
Personal injuries.....		9,266 74
Agents and station service.....		162,723 90
Station supplies.....		12,681 88
Total.....		896,703 08

EXPENSES OF OPERATING, ETC.,—*Continued.*

CLASS IV.—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks	35,344 74
Legal expenses	9,580 42
Insurance	15 27
Stationery and printing	18,851 59
Outside agencies and advertising	11,546 85
Contingencies	16,350 26
Taxes in Dakota	\$ 3,150 90 } Total taxes	125,690 63
Taxes in other states		
Total	217,879 76

RECAPITULATION OF EXPENSES.

	Last Year.	Present Year.
Maintenance of way and building	\$ 523,656 50
Maintenance of motive power and cars	144,898 58
Conducting transportation	898,703 03
General expenses, including taxes	217,879 76
Total operating expenses and taxes	1,794,637 87
Operating expenses and taxes per mile of road operated, 1,043.88 average miles	1,709 62
Operating expenses and taxes per train mile run for trains earning revenue, 2,114,479 miles	0 84.4
Proportion of operating expenses and taxes for Dakota	184,382 68
Expenses of running and management of passenger trains (estimated)	657,463 04
Expenses of running and management of passenger trains per train mile	87.1
Expenses of running and management of freight trains (estimated)	1,127,174 83
Expenses of running and management of freight trains, per train mile	82.8
Expenses of running and management of all trains earning revenue	1,784,637 87
Percentage of expenses and taxes to earnings	64 01

GENERAL EXHIBIT.

	Last Year.	Present Year.
Total earnings.....		\$ 2,787,999 30
Total expenses, including taxes.....		1,784,687 87
Net earnings.....		\$ 1,003,311 43.
Rentals, specifying amount paid to each company, Wyoming Central Ry Co.,(interest).....		67,048 91
Use of track of S. C. & P. R. R. Co.....		13,138 18
Interest accruing during the year.....		793,881 80
Interest paid during the year.....		754,679 49
Interest paid during the year on account of road in Dakota, pro- portional		87,882 46
Interest on funded debt.....		793,881 80
Interest paid on funded debt.....		754,679 49
Interest on floating debt, credit.....		2,150 00
Floating debt liquidated during the year (decrease in floating debt).....		431 17
Balance for the year.....		131,492 54
Balance at commencement of the year.....		1,068,317 02
Balance at the close of the year, June 30, 1898.....		\$ 1,199,809 56

INCOME ACCOUNT.

	Last Year.	Present Year.
Income from earnings.....		\$2,787,999 30
Income from bonds held of your own road.....		60 00
Income from other sources.....		2,090 00
Total income from all sources for the year.....		\$ 2,790,149 30
Proportion of income for Dakota.....		288,268 89

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income.....	\$ 2,700,149 90
Total operating expenses and taxes.....	1,784,687 87
Net income above operating expenses and taxes.....	1,005,511 48
Net income above operating expenses, taxes, interest and rental.	\$ 181,492 54
Gross income per train mile run.....2,114,479 miles.....\$1 81.95		
Net income per train mile run.....2,114,479 miles.....\$0 47.55		
Percentage of net income to stock and debt.....2.5		
Percentage of net income to cost of road and equipment..2.5		

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year.....	\$ 486,897 79	\$ 1,068,371 02
Surplus at the close of the year.....	1,068,371 02	1,199,863 56
The amount of its own stock or bonds owned by the company.....	.....	1,000 00
Amount absorbed in construction.....	.....	277,784 18
Amount in material and balances from other roads, etc.....	.....	921,129 88

GENERAL BALANCE SHEET.

DR.

Cost of road and equipment.....	\$ 40,096,734 18
Material	274,388 28
City of Lincoln bonds on hand.....	12,000 00
Manchester precinct bonds on hand.....	10,000 00
City of York bonds on hand.....	18,000 00
City of David City bonds on hand.....	7,000 00
Due from C. & N. W. R'y Co.....	727,976 15
S. C. & P. Car Trust bond on hand.....	1,000 00
Total.....	\$ 41,142,043 56

GENERAL BALANCE SHEET.

CR.

Capital stock.....	\$ 28,700,000 00
Consol 6 per cent bonds.....	15,800,000 00
S. C. & P. car trust bonds.....	819,000 00
Interest on bonds past due.....	2,520 00
Accruing interest on bonds.....	120,660 00
Income account.....	1,199,863 56
Total.....	\$ 41,142,043 56

MILES OF COMPLETED ROAD.

LINE OWNED AND BUILT BY THE FREMONT, ELKHORN &
MISSOURI VALLEY RAILROAD CO.

When Opened.	Termini.	Miles.			
		Total.	Nebraska.	Dakota.	Wyoming.
1871	Freemont to Wisner.....	52.21	52.21	.....	.....
1879	Wisner to Battle Creek.....	39.10	39.10	.....	.....
1879	Battle Creek to Oakdale.....	19.40	19.40	.....	.....
1880	Oakdale to Neligh.....	5.40	5.40	.....	.....
1881	Neligh to O'Neill.....	39.60	39.60	.....	.....
1881	O'Neill to Long Pine.....	58.00	58.00	.....	.....
1882	Long Pine to Thatcher.....	49.70	49.70	.....	.....
1883	Thatcher to Valentine.....	6.3	6.30	.....	.....
Aug 9, 1885	Valentine to Chadron.....	136.80	136.80	.....	.....
Dec 14, 1885	Chadron to Buffalo Gap.....	55.60	18 05	37.55	.....
July 5, 1886	Buffalo Gap to Rapid City.....	48.14	.....	48.14	.....
Sept 1, 1886	Dakota Jct. to State Line (Wyo.)	58.02	58.02	.....	.....
Sept 13, 1886	Fremont to Wahoo.....	22.40	22.40	.....	.....
Oct 25, 1886	Wahoo to Lincoln.....	29.71	29.71	.....	.....
Dec 6, 1886	Scribner to Lindsay.....	60.79	60.79	.....	.....
June 13, 1887	Lindsay to Oakdale.....	58.12	58.12	.....	.....
1880	Norfolk Jct to Plainview.....	31.76	31.76	.....	.....
1881	Plainview to Creighton.....	10.30	10.30	.....	.....
Oct 24, 1887	Platte River Jct. to B. M. C. tracks, Hastings.....	120.26	120.26	.....	.....
Nov 16, 1887	Linwood to Geneva.....	77.53	77.53	.....	.....
Nov 21, 1887	Rapid City to Whitewood.....	36.43	.....	36.43	.....
Dec 18, 1887	Arlington to junction with C, St. P., M. & O. Ry. north of Oma- ha, inc. "Y" at D. Bolt Place..	27.76	27.76	.....	.....
Dec 18, 1887	Jct. near Irvington to jct. with O. U. S. yards, tracks near stock yards, inc. "Y" near Irvington	10.36	10.36	.....	.....
	Total	1,048.69	926.57	122.12	.....
LEASED LINES BUILT BY WYOMING CENTRAL RAILWAY.					
Sept 1, 1886	Wyo. State Line to Douglas	76.79	.....	.....	76 79
Nov 21, 1887	Douglas to Glen Rock.....	28.97	.....	.....	28.97
	Total	105.76	.....	.....	105.76
	Grand Total	1,154.45	926.57	122.12	105.76

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Total length of road belonging to this company.....		1,048.69
Total length of road belonging to this company in Dakota.....		122.12
Aggregate length of sidings and other tracks not above enumerated		78.42
Same in Dakota		6.17
Aggregate length of track computed as single track, exclusive of sidings		1,048.69
Same in Dakota		122.12
Total length of steel rails in tracks in Dakota, exclusive of sidings.....		122.12
Weight per yard, steel..... 60 lbs		
Gauge of track..... 4 ft. 8½ in		
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT		
Total length of above roads.....		105.76
Total length of above roads in other states (specifying each) Wyoming.....		105.76
*Total miles of road operated by this company.....		1,154.45
Total miles of road operated by this company in Dakota.....		122.12

*Not to include sidings or double track.

DESCRIPTION OF ROAD—Continued.

NEW LINES.	Opened.	Miles.
Platte River Jct. to B. & M. tracks Hastings.....	Oct. 24, 1887	120.26
Linwood to Geneva, Neb.....	Nov. 16, 1887	77.53
Rapid City to Whitewood.....	Nov. 21, 1887	96.43
Arlington to Jct. with C. St. P. M. & O. Ry, including "Y" at DeBolt Place.....	Dec. 18, 1887	27.76
Jct. near Irvington to Jct. with U. S. yards track near stock yards including "Y" near Irvington.....	Dec. 18, 1887	10.36
Douglas to Glen Rock (leased).....	Nov. 21, 1887	28.97
Total.....		301.81
Less change in line to Dakdale.....		18
Grand Total.....		301.13

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company.....	107
Same in Dakota.....	9
Number of stations on all roads operated by this company.....	110
Same in Dakota.....	9
Number of telegraph offices in stations in Dakota.....	9

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company.....	2,276
Same in Dakota.....	186
Amount paid employes, including officials, on all roads operated by this company.....	\$ 1,281,494 80
Same in Dakota.....	71,788 08

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Combination bridges over 100 feet in length.....	1	180
Wooden trestle and pile.....	279	29,866
BOX CULVERTS IN DAKOTA.				
Timber.....	3	90
Stone.....	5	150
CATTLE-GUARDS				
Number of in Dakota.....	60	.....

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

Between Rapid City and Whitewood; pile bent; wood; built in 1887; 10,144 feet long.

Give the average number of years the trestle and pile bridges last on your road in Dakota. Eight to twelve years.

Give the average number of years that wooden truss bridges last on your road in Dakota. Ten years.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota.....	20
Average length of sections.....	6
Average number of men in each section gang.....	3.5

ROLLING STOCK.

ROLLING STOCK.	Leased.	Owned.	Total.
Number of locomotives.....	19	58	77
Number of passenger cars.....	12	20	32
Number of baggage, mail and express cars.....	5	13	18
Number of parlor cars, office car.....	.....	1	1
Number of dining cars.....	.....	.....	.....
Number of box freight cars.....	400	1,000	1,400
Number of stock cars.....	190	500	690
Number of platform and coal cars.....	100	500	600
Number of other cars.....	.....	58	58
Total number of cars.....	707	2,092	2,799

Maximum weight of locomotives and tenders, 57 tons.

Average weight of locomotives and tenders, 50 tons.

Number of locomotives equipped with train brake, about 65.

Kind of brake, Westinghouse air brake.

Maximum weight of passenger cars, 24 tons.

Average weight of passenger cars, 22 tons.

Number of passenger cars equipped with train brake, 51.

Kind of brake, Westinghouse air brake.

Number of passenger cars equipped with Miller platform and buffer, all.

The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars, by engine of given weight. Weight of engine, 43 tons; 212½ tons.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year.....	754,796
Miles run by freight and mixed trains during the year.....	1,359,683
Miles run by switching trains during the year.....	189,852
Miles run by other trains during the year.....	66,977
Total train mileage.....	2,321,308
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains.....	6
Average weight of passenger trains, exclusive of passengers.....	257,882
Average number of cars in freight trains.....	15
Average weight of freight trains, exclusive of freight.....	315,185
PASSENGER TRAFFIC.		
Number of through passengers carried.....	43,964
Number of local passengers carried.....	323,775
Number of special ticket passengers carried.....
Total number of passengers carried.....	367,739
Total passenger mileage, or passengers carried one mile.....	22,174,500
Average distance traveled by each passenger.....	60
Average amount received from each passenger.....	\$ 1.71
Highest rate of fare per mile for any distance.....05
Lowest rate of fare per mile for any distance.....0175
Average rate of fare per mile for all passengers.....1283
FREIGHT TRAFFIC.		
Number of tons of through freight carried.....	508,134
Number of tons of local freight carried.....	182,864
Total tons of freight carried.....	685,998
Total mileage of through freight (tons carried one mile).....	78,355,303
Total mileage of local freight (tons carried one mile).....	30,386,920
Total freight mileage, or tons carried one mile.....	108,739,223
Average rate per ton per mile received for through freight.....0160
Average rate per ton per mile received for local freight.....0216
Average rate per ton per mile received for all freight.....0178
Percentage of freight originating at, and carried to stations in Dakota, to total freight carried in Dakota. (This should not include fuel or any material for the use of the road.)....	6.03

MILEAGE, TRAFFIC, ETC.—Continued.

CAR MILEAGE.	Last Year.	Present Year.
Number of miles run by loaded freight cars east and south.....	6,201,506
Number of miles run by loaded freight cars west and north.....	7,834,169
Number of miles run by empty freight cars east and south.....	4,565,345
Number of miles run by empty freight cars west and north.....	2,982,381
Total freight car mileage.....	21,583,401
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south.....	42.40
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north.....	27.24

SPEED OF TRAINS IN DAKOTA.

SPEED OF TRAINS IN DAKOTA.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops.....	25
Rate of speed of freight trains, including stops.....	12

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	226,346	32.99
Flour.....	11,428	1.67
Provisions (beef, pork, lard, etc.).....	4,304	.63
Animals.....	104,378	15.21
Other agricultural products.....	22,031	3.21
Lumber and forest products.....	85,473	12.46
Coal.....	70,543	10.28
Plaster, lime and cement.....	4,890	.71
Salt.....	4,309	.64
Petroleum and oil.....	3,096	.45
Iron, steel and castings.....	4,313	.63
Stone and brick.....	29,539	4.35
Manufactures—articles shipped from point of production.....	4,338	.63
Merchandise and other articles not enumerated above..	110,710	16.14
Total tons carried.....	685,998	100.

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain.....	1,079	1.85
Flour.....	1,665	2.86
Provisions (beef, pork, lard, etc.)	658	1.18
Animals.....	21,700	37.26
Other agricultural products.....	3,695	6.35
Lumber and forest products.....	5,427	9.82
Coal.....	1,896	3.15
Plaster, lime and cement.....	64	.11
Salt	271	.47
Petroleum and oil.....	397	.68
Iron, steel and castings.....	2,946	5.06
Stone and brick.....	1,884	3.15
Manufactures—articles shipped from point of production
Merchandise and other articles not enumerated above	16,663	28.61
Total tons carried.....	58,235	100.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them and do you take their freights at the depot or at the office of such express company?

Wells, Fargo & Co. have the right to express business over the line, paying various rates depending upon weight carried. They do a miscellaneous business restricted to articles properly belonging to express business. They deliver their freight into this company's cars.

SLEEPING CARS.

Do sleeping, parlor, or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Sleeping cars are run, owned by the Wagner Palace Car Co., which company makes and collects all charges. Neither parlor or dining cars are run.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Dakota, and on what terms of service?

\$297.41 per mile per annum for 85.69 miles between State Line and Rapid City, Dakota.

\$117.18 per mile per annum for 37.27 miles between Rapid City and Whitewood, Dakota.

ADDITIONAL QUESTIONS—*Continued.*

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota ?

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own ?

Western Union Telegraph Co. and this company jointly have about 122 miles in Dakota.

REPORT OF ACCIDENTS—YEAR ENDING JUNE 30, 1888.

INJURED.

Date.	Name and occupation.	Place.	Cause of accident.	Character of injury.
1887.				
Aug. 3	G. Richardson, br'k'm'n	Rapid City	Coupling.	Two fingers crushed.
Aug. 19	John McCarthy, laborer	Hermosa.	Getting on car.	Shoulder dislocated.
June 27, 88	Jos. Hlavacek, laborer	Way Side	Fell off hand car.	Hip out of joint.

TABULAR STATEMENT OF ACCIDENTS.

Employees injured, coupling cars.....	1
Employees injured, falling from trains.....	1
Employees injured, getting on and off trains.....	1
Total	3

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons injured during the year.....	3
Number resulting from lack of caution, carelessness, or misconduct.....	3

OFFICERS OF THE COMPANY WITH LOCATION OF OFFICES.

President, M. Hughitt, Chicago, Ill.; *Vice-President*, A. Keep, Chicago, Ill.; *Secretary*, J. B. Redfield, Chicago, Ill.; *Treasurer*, M. M. Kirkman, Chicago, Ill.; *General Manager*, W. F. Fitch, Omaha, Neb.; *General Superintendent*, W. C. Halsey, Omaha, Neb.; *Division Superintendents*, D. M. Philbin, Norfolk, Neb.; E. T. Horn, Fremont, Neb.; C. C. Hughes, Chadron, Neb.; *Chief Engineer*, J. E. Ainsworth, Omaha, Neb.; *Superintendent of Telegraph*, E. C. Harris, Omaha, Neb.; *Auditor*, J. B. Redfield, Chicago, Ill.; *General Passenger Agent*, John R. Buchanan, Omaha, Neb.; *General Freight Agent*, K. C. Morehouse, Omaha, Neb.; *General Solicitor*, J. B. Hawley, Omaha, Neb.

DIRECTORS.

M. Hughitt, Chicago, Ill.; A. Keep, Chicago, Ill.; M. L. Sykes New York, N. Y.; J. B. Redfield, Chicago, Ill.; P. E. Hall, Cedar Rapids, Iowa; H. Williams, Clinton, Iowa; D. P. Kimball, Boston, Mass.

Date of annual meeting of stock holders, Friday succeeding third Wednesday in May.

Fiscal year of Company ends May 31st.

General offices of the company are located at Omaha, Neb.

STATE OF ILLINOIS, }
COUNTY OF COOK. } ss.

Marvin Hughitt, president, and J. B. Redfield, secretary, of the Fremont, Elkhorn & Missouri Valley Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1888, to the best of their knowledge and belief.

[Signed]

MARVIN HUGHITT,
J. B. REDFIELD.

Subscribed and sworn to before me, this twenty-ninth day of August, A. D. 1888.

J. F. CLEVELAND,
Notary Public.

REPORT

OF THE

CHEROKEE & DAKOTA RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1888.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association \$5,000,000 00
Amount authorized by vote of the company..... 5,000,000 00

Incorporated July 5, 1887.

DEBT.

DEBT.	Last Year.	Present Year.
FUNDED DEBT AS FOLLOWS:		
Gold bonds due December 1, 1885, rate of interest 5 per cent	\$ 3,100,000 00
Total amount of funded debt.....	\$ 3,100,000 00

COST OF ROAD AND EQUIPMENT.

Construction of road and branches (not reported separately).	Last Year.	Present Year.
Grading.....		\$ 385,080 59
Bridging and masonry.....		358,358 06
Superstructure, including rails.....		1,061,184 49
Land, land damages and fences.....		101,462 83
Passenger and freight stations, coal sheds and water stations....		123,083 36
Engine houses, car sheds, and turn-tables.....	}	59,378 39
Machine shops, including machinery and tools.....		
Interest paid during construction, discounts, etc.....		116,581 85
Engineering, agencies, salaries, and other expenses during construction		33,222 77
All other items charged to construction not enumerated above...		30,963 28
Total expended for construction.....		\$ 2,277,315 62
Average cost of construction per mile of road, 155.57 miles, not completed		
Proportion of cost of construction for Dakota, 14.95 miles not completed		
Locomotives		92,500 00
Total cost of road and equipment		\$ 2,369,815 62
Average cost of road and equipment per mile, 155.57 miles, not completed.....		
Proportion of cost of road and equipment for Dakota, 14.95 miles not completed.....		

ANALYSIS OF EARNINGS.

EARNINGS DURING CONSTRUCTION, BEGINNING WITH OCTOBER, 1887,

APPLIED TO COST OF ROAD.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From all passengers.....		\$ 14,314 46
From express and baggage.....		1,200 00
Total earnings, passenger department.....		\$ 15,514 46
EARNINGS, FREIGHT.		
Total earnings, freight department.....		43,827 50
Total transportation earnings.....		\$ 59,341 96
Total earnings from all sources.....		\$ 59,341 96

GENERAL BALANCE SHEET.

DR.

Construction—page 5.....	\$ 2,277,315 62
Equipment—page 6.....	92,500 00
Accounts receivable.....	68 68
Bills receivable.....	771,547 34
Total	\$ 3,141,431 64

GENERAL BALANCE SHEET.

CR.

Funded debt.....	\$ 3,100,000 00
Accounts payable.....	40,397 92
Unclaimed wages.....	1,038 72
Total	\$ 3,141,431 64

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road from Onawa to Sioux Falls.....		155.57
Length of road in Dakota.....		14.95
Length of main road in Iowa.....		129.20
Length of road in Minnesota.....		11.42
Total length of road belonging to this company.....		155.57
Total length of road belonging to this company in Dakota.....		14.95
Aggregate length of sidings and other tracks not above enumerated.....		12.37
Same in Dakota		2.84
Total length of steel rails in tracks in Dakota, exclusive of sidings		14.95
Weight per yard, steel..... 60 lbs		
Gauge of track.....		4 ft. 8½in
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
If any part of the road was first opened for operation during the past year, state the date. Iowa, Nov. 1887; Minnesota, Aug. 1888; Dakota, May, 1888.....		

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company.....	24
Same in Dakota.....	4
Number of stations on all roads operated by this company.....	24
Same in Dakota.....	4
Number of telegraph offices in stations in Dakota.....	4

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company.....	885
Same in Dakota.....	100
Amount paid employes, including officials, on all roads operated by this company.....	\$ 137,584 49
Same in Dakota.....	19,251 00

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Iron bridges over 100 feet in length.....	1	.....
Wooden trestle and pile.....	11	.....
BOX CULVERTS IN DAKOTA				
Timber.....	4	.....
Stone.....	29	.....
CATTLE GUARDS.				
Number of in Dakota.....	25	.....

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota.....	3
Average length of sections, miles.....	6
Average number of men in each section gang.....	5

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

C., St. P., M. & O. R. R. at Sioux Falls, Dak.

What railroads cross your road, either over or under, and at what locality?

C. & N. W. R. R. two miles north of Calumet.

Number of highway crossings at grade, 17.

Number of highway crossings under railroad, 1.

FENCING IN DAKOTA—5 barb wire, posts 16 feet apart, 12 miles.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company?

American express company; we take their freight at depots.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

None.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

Western Union Telegraph Co., 14.95 miles.

REPORT OF ACCIDENTS—YEAR ENDING JUNE 30, 1888.

INJURED.

Date.	Name and Occupation.	Place.	Cause of Accident.	Character of Injury.
3, 21, '88	John Johnson, laborer,	Big Sioux gravel pit.	Sand bank caved.	Hip bruised.

TABULAR STATEMENT OF ACCIDENTS.

Miscellaneous, sand bank caved in, injured.....	1
Total.....	1

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons injured during the year.....	1
Number of casualties purely accidental during the entire year.....	1

 OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, W. J. Knight, Dubuque; *Vice-President*, E. T. Jeffery, Chicago; *Secretary*, E. P. Skene, Dubuque; *Treasurer*, H. DeWolf, Chicago; *General Manager*, E. T. Jeffery, Chicago; *General Auditor*, J. C. Welling, Chicago; *Superintendent*, M. Gilleas, Dubuque, *Chief Engineer*, L. T. Moore, Chicago; *Superintendent of Telegraph*, C. S. Jones, Chicago; *General Passenger Agent*, A. H. Hanson, Chicago; *General Freight Agent*, H. Tucker, Chicago; *General Solicitor*, B. F. Ayer, Chicago.

DIRECTORS.

W. J. Knight, Dubuque; E. T. Jeffery, Chicago; M. Gilleas, Dubuque; F. W. Quimby, Dubuque; W. R. Polmyer, Dubuque.

Date of annual meeting of stockholders, second Monday in February.

Fiscal year of Company ends, December 31st.

General offices of the company are located at Dubuque, Iowa.

STATE OF ILLINOIS

COUNTY OF COOK,

} ss.

Edward T. Jeffery, Vice-President, and John C. Welling, General Auditor, of the Cherokee & Dakota railroad company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1888, to the best of their knowledge and belief.

[Signed,]

E. T. JEFFERY.

J. C. WELLING.

Subscribed and sworn to before me this 8th day of October, A. D. 1888.

[SEAL.]

JOHN DUNN,
Notary Public

REPORT

OF THE

WESTERN UNION TELEGRAPH COMPANY,

FOR THE YEAR ENDING JUNE 30, 1888.

Location of principal office of company, New York.
Principal office in Dakota, Fargo.

HISTORY OF ORGANIZATION.

Date of original charter and name of company?

April 1, 1851; The Mississippi Valley Printing Telegraph Company.

Amendments to charter, if any, when made, and wherein changed?

Name changed to the Western Union Telegraph Company by act passed April 4, 1856.

Consolidation, name and dates, and date of original charter?

It is impossible to give the information here desired. No compilation of it exists, and to prepare one would be difficult and expensive, would cause great delay, and because of the non-existence of most of the earlier records could not be complete.

NAME, TITLE AND ADDRESS OF OFFICERS.

President, Norvin Green, New York; *Vice-Presidents*, Thomas T. Eckert, New York; John Van Horne, New York; George J. Gould, New York; R. C. Clowry, Chicago; *Executive Committee*, Norvin Green, Thomas T. Eckert, John T. Terry, John Van Horne, Jay Gould, Russell Sage, Alonzo B. Cornell, Sidney Dillon, George J. Gould, Samuel Sloan, Robert C. Clowry, Edwin Gould.

DIRECTORS.

Norvin Green, New York; Thomas T. Eckert, New York; John T. Terry, New York; John Van Horne, New York; Jay Gould, New York; Russell Sage, New York; A. B. Cornell, New York; Sidney Dillon, New York; George J. Gould, New York; Samuel Sloan, New York; Cyrus W. Field, New York; Edwin Gould, New York; Percy R. Pyne, New York; Robert C. Clowry, Chicago; Henry Weaver, London; Charles Lanier, New York; Austin Corbin, New York; J. P. Morgan, New York; C. P. Huntington, New York; Sidney Shepard, New York; Erastus Wiman, New York; John J. Astor, New York; C. M. Depew, New York; J. W. Clendenin, New York; A. R. Van Nest, New York; John G. Moore, New York; Frederick L. Ames, Boston; John Hay, Washington; George B. Roberts, Philadelphia; Wm. D. Bishop, Bridgeport.

CAPITAL STOCK.

Amount of authorized by vote of company.....	\$ 86,200,000 00
Total amount issued.....	86,199,852 06

FUNDED DEBT.

Kind of Bond or Obligat'n.	How Secured.	Date of Issue.	When Due.	Rate of Interest.	Amount of Authorized Issue	Amount Actually Issued.	Amount Outstanding.
Debenture bonds.....	Not especially secured.. { Real estate.....	March 1, 1875. Sundry dates since.	March 1, 1900	6 per cent.	\$ 1,001,160 00	\$ 1,001,160 00	\$ 871,398 00
Mortgage bonds.....		March, 1875, May 1, 1872.	May 1, 1900. May 1, 1902.	7 per cent. 7 per cent.	5,000,000 00 1,500,000 00	5,000,000 00 1,500,000 00	4,920,000 00 1,325,000 00
Total .....					.....	.....	\$ 7,116,398 00

STOCK AND DEBT.

Total amount of stock.....	\$ 86,199,852 06
Total funded debt.....	7,116,398 00
Total stock and debt.....	\$ 93,316,250 06
Amount of sinking fund.....	3 9,459 68
Net stock and debt.....	\$ 92,936,890 38

CHARACTERISTICS.

Total number of miles of overhead cable, 2,797; underground 1,473; submarine 7,484, computed as single wire.....	11,754.00
Number of miles of other wire.....	604,494.23
Total number of miles of wire operated by the company.....	616,248.23
Number of miles of poles carrying wire and cable, considered as poles.....	171,375.86
Number of telegraph offices.....	17,241
Number of employes—managers, operators, clerks, messengers, etc.....	28,340

LINES IN DAKOTA.

Number of miles of poles on highways.....	37
Number of miles of poles on railroads.....	4,236.25
Total number of miles of poles.....	4,273.25
Number of miles of wire on highways.....	37
Number of miles of wire on railroads.....	7,655.75
Total number of miles of wire as above.....	7,692.75
Number of telegraph offices.....	385
Number of employes—managers, clerks, messengers, etc.....	429

CONSTRUCTION DURING THE YEAR.

ENTIRE LINE.	
Number of miles of poles.. .. .	5,890.27
Number of miles of wire.....	24,998.78
LINES IN DAKOTA.	
Number of miles of poles.....	612
Number of miles of wire.....	1,051

EARNINGS, OPERATING EXPENSES, ETC.

EARNINGS.	Entire Line.
Total earnings of all lines operated and included in this report and from all other sources.....	\$ 19,060,867 66
OPERATING EXPENSES.	
Total operating expenses.....	12,806,507 78
Net earnings.....	6,754,319 98
Taxes..... \$ 278,594 44	2,178,548 18
Rentals paid..... 1,899,953 74	
Net income over operating expenses, taxes and rent.....	\$ 4,575,771 75

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR

RECEIPTS AND OTHER EARNINGS.	Amount.
Interest of funded debt.....	\$ 7,896 65
Total receipts.....	4,588,668 40
PAYMENTS OTHER THAN OPERATING EXPENSES.	
Interest on bonds (net).....	\$ 490,258 80
Dividends, rate per cent. on general stock, two at 1 per cent. and two at 1½ per cent.....	3,778,448 19
Applied to sinking fund.....	89,991 00
Construction of new work.....	241,549 90
Additional equipment.....	
Additional real estate, and all other sources not herein included.....	
Bonds of company cancelled (par value \$80,926 00).....	38,421 01
Total payments.....	\$ 4,588,668 40

CONDENSED GENERAL BALANCE SHEET.

ASSETS.	
Telegraph lines, patents, franchises, etc.....	\$ 92,206,354 08
Real estate.....	3,088,756 32
Stocks of other telegraph companies, etc.....	9,259,647 52
Supplies on hand unissued.....	226,351 55
Cash on hand and due from agents, etc.....	842,859 27
Sundry accounts receivable.....	1,213,527 02
Sinking fund.....	379,359 68
Total.....	\$ 107,166,855 44
LIABILITIES.	
Capital stock.....	\$ 86,199,852 06
Bonds.....	7,116,398 00
Stocks held through Gold & Stock Telegraph Company leased until 1961.	2,664,200 00
Sundry accounts payable.....	2,773,341 45
Profit and loss, or surplus of income account.....	8,413,065 93
Total.....	\$ 107,166,855 44

STATE OF NEW YORK, }
COUNTY OF NEW YORK. }ss.

Personally appeared before me, a notary public in and for said county, Norvin Green, president of the Western Union Telegraph Company, who being duly sworn, deposes and says that the foregoing statements of the affairs of said company on the thirtieth day of June last are true and correct, as he verily believes.

NORVIN GREEN.

Subscribed and sworn to before me at New York this 7th day of December, 1888.

[SEAL.]

WM. ARMOUR, Notary Public,
New York and Kings Counties.

REPORT

OF THE

AMERICAN EXPRESS COMPANY,

FOR THE YEAR ENDING JUNE 30, 1888.

STATE OF NEW YORK, }
CITY AND COUNTY OF NEW YORK. } ss.

Under and in accordance with the law of the Territory of Dakota, approved March 6, 1885, we, the undersigned, do certify as follows:

The American Express Company is an association transacting business within the Territory of Dakota.

The name of such association is "The American Express Company."

The dates of the organization of said company are November 15, 1859, and November, 25, 1868.

Such association is not organized or doing business under any special or general law or statute.

No law or agreement makes any requirement as to the number of associates of said association.

The number of said associates is about 3,500.

The principal place of business of said association is No. 85 Broadway, in the city of New York.

The names and places of residence of the officers of said association are as follows:

OFFICERS.

President and Director, James C. Fargo, New York City; *Treasurer and Director*, Charles G. Clark, Englewood, N. J.; *Secretary and Director*, John N. Knapp, Auburn, N. Y.

DIRECTORS.

Johnston Livingston, Tivoli, N. Y.; William H. Seward, Auburn, N. Y.; Theodore M. Pomeroy, Auburn, N. Y.; Benjamin P. Cheney, Boston, Mass.; Edward B. Judson, Syracuse, N. Y.; Charles Fargo, Chicago, Ill.

Dated, New York, September 10, 1888.

STATE OF NEW YORK, }
CITY AND COUNTY OF NEW YORK. } ss.

Theodore M. Pomeroy and Charles G. Clark being each for himself severally sworn, say, the said Theodore M. Pomeroy, that he is the first vice-president of the American Express Company, and the said Charles G. Clark, that he is the treasurer of said company, and that the statements contained in the foregoing certificate are true.

THEODORE M. POMEROY,
First Vice-Pres. and Acting Pres.
CHARLES G. CLARK, Treas.

Sworn to before me this 11th day of September, 1888.

[SEAL.]

FRANCIS F. FLAGG,
Notary Public, New York City and County.

COMPILATION OF
RAILROAD RETURNS.

TABLE I—CAPITAL STOCK.

RAILROADS.	Miles.	Paid in	Per Mile.	Common.	Preferred.	Amount held in Dakota.	Number of Stockholders.	Number in Dakota.
Burlington, Cedar Rapids & Northern.....	1,046.40	\$ 7,285,000 00	\$ 7,168 68	\$ 5,500,000 00	\$ 1,785,000 00	.....	412	.....
Black Hills & Fort Pierre.....	15.00	360,000 00	33,333 00	300,000 00	.....	\$700	5	8
Chicago, St. Paul Minneapolis & Omaha.....	1,394.40	*84,030,128 66	25,882 02	21,408,268 35	12,648,838 81	.....	1,284	.....
Chicago & Northwestern.....	4,216.75	†74,872,820 53	17,755 93	52,540,865 97	22,325,454 56	.....	3,458	.....
Chicago, Milwaukee & St. Paul.....	5,672.49	61,291,261 00	10,805 00	39,680,361 00	21,610,900 00	.....	4,182	.....
Cherokee & Dakota	156.57	500,000 00	.....	500,000 00	.....	.....	.....	.....
Freemont, Elkhorn & Missouri Valley... ..	1,154.45	23,700,000 00	22,599 62	23,700,000 00	.....	.....	10	.....
Minneapolis & Pacific,.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie }	787.04	21,000,000 00	28,670 40	14,000,000 00	7,000,000 00	.....	.....	.....
Northern Pacific.....	3,316.05	100,000,000 00	40,413 85	49,000,000 00	51,000,000 00	.....	5,353	.....
St. Paul, Minneapolis & Manitoba.....	2,647.67	20,000,000 00	7,538 77	20,000,000 00	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific.....	216.23	.....	.....	.....	.....	.....	.....	.....
Total ..	20,622.86	842,946,708 19	192,179 72	\$226,690,520 32	\$116,318,187 87	\$700	14,664	9

*This includes \$290,500 00 in the company's treasury.

†Includes stock of proprietary lines.

TABLE II—DEBT.

RAILROADS.	Miles.	Funded Debt.	Floating debt.	Total Debt.	Debt per Mile.	Stock and debt.	Stock and Debt per Mile.
Burlington, Cedar Rapids & Northern.....	1,046.40	\$ 14,984,000 00	\$ 173,168 97	\$15,157,168 97	\$14,909 43	\$ 22,372,168 97	\$ 21,887 79
Black Hills & Fort Pierre.....	15.00	.....	.....	.....	.....	500,000 00	33,333 00
Chicago, St. Paul, Minneapolis & Omaha.....	4,394.40	23,102,234 18	.....	23,102,234 18	17,560 86	57,152,360 84	43,442 38
Chicago & Northwestern.....	4,216.75	103,455,500 00	4,966,980 30	108,422,480 30	• 25,712 32	183,294,750 83	43,468 25
Chicago, Milwaukee & St. Paul.....	5,672.46	118,989,000 00	.....	118,989,000 00	20,977 00	180,280,261 00	31,762 00
Cherokee & Dakota.....	155.57	3,100,000 00	.....	3,100,000 00	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	1,154.45	16,119,000 00	123,180 00	16,242,180 00	15,488 075	39,942,190 00	38,067 665
Minneapolis & Pacific.....	787.4	13,253,000 00	2,066,319 45	15,319,319 45	19,427 05	36,280,319 45	46,068 11
Minneapolis, St. Paul & Sault Ste. Marie } Northern Pacific.....	3,316.50	81,608,500 00	9,446,785 15	*91,055,285 15	36,909 41	165,264,429 98	77,222 76
St. Paul, Minneapolis & Manitoba.....	2,647.67	55,283,943 80	.....	55,283,943 80	20,860 25	75,283,943 80	28,494 08
Wisconsin, Minnesota & Pacific.....	216.23	.....	.....	.....	.....	.....	.....
Total.....	20,622.86	\$ 429,876,177 98	\$ 16,746,831 87	\$ 446,623,009 85	\$171,663 865	\$ 70,379,412 82	\$398,746 015

* This item includes available assets to amount of \$12,279,428 86.*

TABLE III—COST.

RAILROADS.	Miles.	Roads.	Road per Mile.	Equipment.	Equipment per Mile.	Total for Road and Equipment.	Total per Mile.	Proportion for Dakota.
Burlington, Cedar Rapids & Northern.....	1,046.40	\$20,055,612 94	\$19,621 39	\$ 3,453,454 84	\$ 3,300 82	\$23,509,067 78	\$22,921 71	\$ *1,879 001 54
Black Hills & Fort Pierre.....	15.00	†.....	.....	.....	.....	300,000 00	20,000 00	300,000 00
Chicago, St. Paul, Minneapolis & Omaha..	1,394.40	.....	.....	.....	.....	55,916,048 57	42,504 64	3,748,732 85
Chicago & Northwestern.....	4,216.75	†183,240,851 86	31,598 00	26,164,457 32	6,204 89	159,405,339 18	37,802 89	23,670,099 80
Chicago, Milwaukee & St. Paul.....	5,672.49	.....	.....	.....	.....	179,227,016 49	31,598 00	36,392,406 16
Cherokee & Dakota.....	155.57	2,277,315 62	.....	92,500 00	.....	2,369,815 62	.....	.....
Fremont, Elkhorn & Missouri Valley.....	1,154.45	38,067,644 81	38,319 26	2,006,089 37	1,915 81	40,098,734 18	38,235 07	4,669,266 75
Minneapolis & Pacific.....	787.64	35,065,521 36	37,701 77	1,956,218 56	2,485 66	37,021,739 92	\$40,187 43	\$3,310,608 84
Minneapolis, St. Paul & Sault Ste. Marie }								
Northern Pacific.....	3,316.05	150,571,532 11	.....	12,301,987 22	5,748 32	1162,873,519 33	76,105 56	28,790,738 34
St. Paul, Minneapolis & Manitoba.....	2,647.67	.....	.....	.....	.....	72,233,812 73	27,900 91	.....
Wisconsin, Minnesota & Pacific.....	216.23	.....	.....	.....	.....	.....	.....	.....
Total.....	20,622.86	\$879,268,478 70	\$125,240 42	\$ 45,977,737 31	\$19,655 00	\$733,003,093 80	\$386,654 21	\$109,778,889 23

* Mileage basis.
† Estimated present cash value of all property in the territory, not including land grant or undivided profits, \$100,000.
‡ Estimated present cash value of all property in the territory, not including land grant or undivided profits, \$5,500,000.
§ Excluding cost of A. B. & N. W.
|| The value of all property owned by the corporation, railroad, equipments and lands as represented on the company's books, \$165,233,231.31.

TABLE IV.—EARNINGS.

RAILROADS.	PASSENGER DEPARTMENT.				
	Passenger.	Express, Etc.	Mail and Other Sources.	Total.	Per Train Mile.
Burlington, Cedar Rapids & Northern.....	\$ 688,754 88	\$ 56,600 00	\$ 90,855 92	\$ 846,710 80	\$
Black Hills & Fort Pierre .....	.....	.....	.....	848 50	.....
Chicago, St. Paul, Minneapolis & Omaha.....	1,757,294 54	91,994 49	163,933 71	2,013,272 74	1 06
Chicago & Northwestern.....	6,905,236 76	386,232 21	562,540 78	7,254,009 75	1 0742
Chicago, Milwaukee & St. Paul.....	5,973,448 61	510,681 85	976,964 26	7,461,074 72	1 07
Cherokee & Dakota.....	14,314 46	1,200 00	.....	15,514 46	.....
Fremont, Elkhorn & Missouri Valley.....	698,371 53	67,843 68	112,304 29	808,519 50	1 071
Minneapolis & Pacific.....	.....	.....	.....	.....	0 47
Minneapolis, St. Paul & Sault Ste. Marie.....	175,106 27	8,913 23	*24,868 37	208,902 87	.....
Northern Pacific.....	4,316,580 11	314,743 19	462,595 63	5,144,969 53	1 568
St. Paul, Minneapolis & Manitoba.....	1,823,261 80	110,550 19	190,068 50	2,123,900 49	1 33
Wisconsin, Minnesota & Pacific	40,374 29	7,968 11	11,602 33	59,969 73	0 4856
Total	\$ 21,764,719 25	\$ 1,566,762 55	\$ 2,595,948 77	\$ 25,947,173 07	\$ 8 1298

* Includes \$2,925.35 earnings prior to July, 1887.

TABLE IV.—Continued.

RAILROADS.	FREIGHT DEPARTMENT.		Miscellaneous Earnings.	Total Earnings.	Proportion for Dakota.	Earnings Per Mile of Road Operated.
	Freight.	Per Train Mile.				
Burlington, Cedar Rapids & Northern.....	\$ 2,081,282 46	\$ 1 227	\$ 39,824 46	\$ 2,917,797 75	84,901 06	\$ 2,750 35
Black Hills & Fort Pierre.....	62,752 50	.....	5,781 68	68,582 68	68,882 03	.....
Chicago, St. Paul, Minneapolis & Omaha.....	4,702,886 95	1 65	24,081 79	6,740,241 48	71,431 06	4,886 01
Chicago & Northwestern	19,208,486 05	1 3142	345,788 98	26,818,314 76	1,759,565 01	6,822 50
Chicago, Milwaukee & St. Paul	17,199,717 90	1 44	65,949 00	24,728,741 62	1,599,134 98	4,433 99
Cherokee & Dakota.....	49,827 50	.....	.....	59,341 96	.....	.....
Fremont, Elkhorn & Missoari Valley.....	1,914,732 41	1 406	64,747 39	2,787,999 80	288,046 25	2,608 78
Minneapolis & Pacific	521,086 88	1 17	33,000 89	762,940 44	33,611 21	972 75
Minneapolis, St. Paul & Sault Ste. Marie.....	10,140,486 47	1 898	292,303 83	15,577,609 83	2,961,869 73	4,748 02
Northern Pacific	7,277,886 36	2 66	.....	9,401,723 35	2,766,132 08	4,079 88
St. Paul, Minneapolis, & Manitoba.....	135,963 30	1 3619	110 00	196,043 03	14,394 64	906 64
Wisconsin, Minnesota & Pacific .....	.....	.....	.....	.....	.....	.....
Total	\$ 68,288,928 61	\$ 14.0091	\$ 871,537 97	\$ 90,057,689 65	\$ 9,647,970 45	\$ 31,658 92

TABLE V--OPERATING EXPENSES.

RAILROADS.	Miles Operated.	Maintenance of Way.	Conducting Transportation.	Motive Power and Cars.	General Expenses.	Total.
Burlington, Cedar Rapids & Northern.....	\$ 688,710 42	\$ 941,783 09	\$ 291,900 35	\$ 287,399 71	\$ 2,164,498 57
Black Hills & Fort Pierre.....	27,494 76	.....	.....	36,163 16	63,657 92
Chicago, S. Paul, Minneapolis & Omaha.....	1,193,453 95	2,424,982 09	614,927 35	571,487 00	4,804,890 39
Chicago & Northwestern.....	3,458,023 45	9,107,510 87	2,506,777 17	1,771,747 01	16,844,668 50
Chicago, Milwaukee & St. Paul.....	2,711,908 09	8,881,151 07	2,579,498 17	2,302,861 29	16,474,316 62
Cherokee & Dakota.....
Fremont, Elkhorn & Missouri Valley.....	523,658 50	898,703 03	144,898 58	217,979 76	1,764,637 87
Minneapolis & Pacific.....	109,898 42	315,813 57	73,108 39	186,742 18	685,062 56
Minneapolis, St. Paul & Sault Ste. Marie.....	2,149,164 98	4,866,582 86	1,497,246 77	985,171 84	8,998,166 45
Northern Pacific.....	1,496,490 37	2,217,453 68	978,895 86	787,677 42	5,419,996 83
St. Paul, Minneapolis & Manitoba.....	83,490 49	91,073 97	26,591 14	22,357 87	223,513 47
Wisconsin, Minnesota & Pacific.....
Total.....	\$ 12,366,189 43	\$ 26,244,984 23	\$ 8,713,013 28	\$ 7,148,497 24	\$ 57,462,574 18

TABLE V.—Continued.

RAILROADS.	Per Mile of Road.	Per Train Mile.	Proportion or Dakota.	Taxes Paid in Dakota.	Rent of Track.
Burlington, Cedar Rapids & Northern.....	\$ 2,068 86	6 78889	\$ *186,086 59	\$ 2,068 41	.....
Black Hills & Fort Pierre.....	4,248 66	.....	63,657 92	2,067 48	.....
Chicago, St. Paul, Minneapolis & Omaha.....	3,519 03	1 00	+53,072 56	.....	.....
Chicago & Northwestern.....	4,022 91	0 78879	3,029,408 92	28,681 14	.....
Chicago, Milwaukee & St. Paul.....	2,954 17	0 87	1,108,813 23	80,478 14	.....
Cherokee & Dakota.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	1,709 62	0 844	184,882 68	.....	13,138 18
Minneapolis & Pacific.....	870 08	0 77	60,569 44	470 72	.....
Minneapolis, St. Paul & Sault Ste. Marie (	.....	.....	.....	.....	.....
Northern Pacific.....	2,795 06	1 083	1,986,470 86	82,862 13	.....
St. Paul, Minneapolis & Manitoba.....	2,352 00	1 26	.....	70,065 20	.....
Wisconsin, Minnesota & Pacific.....	1,083 68	1 0047	80,759 42	.....	.....
Total	\$ 25,508 72	8 35049	\$ 6,728,166 02	\$ 225,203 22	\$ 13,138 18

* Operating expenses on mileage basis.
+ Approximate.

TABLE VI.—SUBDIVISION OF EXPENSES IN OPERATING ROADS.

RAILROADS.	Repairs of Road Bed and Track.	Renewal of Rails	Renewal of Ties.	Repair of Culverts, Bridges, &c.	Repair of Fences, Road Crossings, &c.
Burlington, Cedar Rapids & Northern.....	\$ 875,807 60	\$ 19,053 49	\$ 91,122 77	\$ 109,044 58	\$ 21,685 84
Black Hills & Fort Pierre .....	.....	.....	.....	.....	.....
Chicago, St Paul, Minneapolis & Omaha	620,819 99	160,764 56	148,518 47	122,775 64	82,847 44
Chicago & Northwestern.....	1,890,946 74	318,210 18	392,592 14	315,665 09	159,618 79
Chicago, Milwaukee & St. Paul.....	1,236,815 81	248,046 81	508,508 54	458,220 84	86,540 75
Cherokee & Dakota.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	314,614 63	119,082 70	28,471 04	28,400 21	12,887 12
Minneapolis & Pacific.....	.....	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie.....	100,468 84	88 86	118 17	5,613 98	1,084 11
Northern Pacific.....	1,172,777 97	138,768 91	840,888 79	.....	1385,622 40
St. Paul, Minneapolis & Manitoba.....	777,750 54	271,832 12	204,807 05	76,371 83	20,661 00
Wisconsin, Minnesota & Pacific.....	66,819 26	691 30	6,185 12	2,111 19	2,854 47
Total.....	\$ 6,558,816 98	\$ 1,264,042 73	\$ 1,681,252 09	\$ 1,118,281 84	\$ 673,801 42

† Includes repairs of bridges, culverts and cattle guards.

TABLE VI.—Continued.

RAILROADS.	Repairs of Buildings, etc.	Repairs of Locomotives.	Repairs of Passenger Cars.	Repairs of Freight Cars.	Fuel for Locomotives.
Burlington, Cedar Rapids & Northern.....	\$ 43,906 64	\$ 138,980 21	\$ 31,538 30	\$ 121,131 84	\$ 106,119 65
Black Hills & Fort Pierre.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	104,227 85	298,729 90	82,194 97	286,012 48	794,428 69
Chicago & Northwestern.....	387,973 11	1,080,551 80	428,300 46	1,047,924 91	1,962,828 13
Chicago, Milwaukee & St. Paul.....	178,144 83	1,039,388 69	528,678 08	898,776 18	2,344,888 56
Cherokee & Dakota.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	25,200 80	69,600 51	20,625 63	54,672 44	285,588 97
Minneapolis & Pacific.....	2,054 68	132,771 20	14,092 08	26,245 16	111,441 68
Minneapolis, St. Paul & Sault Ste. Marie.....	.....	.....	.....	.....	.....
Northern Pacific.....	166 066 91	548,136 42	305,901 26	588,119 09	1,263,554 21
St. Paul, Minneapolis & Manitoba.....	85,567 83	430,599 10	128,082 97	369,703 29	706,915 22
Wisconsin, Minnesota & Pacific.....	4,329 15	12,506 13	4,645 07	9,437 94	24,298 18
Total	\$ 908,050 80	\$ 3,664,213 96	\$ 1,602,118 77	\$ 3,350,023 33	\$ 7,632,059 29

+ Includes shop tools and machinery, \$637 66.

TABLE VI.—Continued.

RAILROADS.	Water Supply.	Oil and Waste.	Locomotive Service.	Passenger Train Service.	Passenger Train Supplies.	Mileage of Passenger Cars. Debit Balance.
Burlington, Cedar Rapids & Northern.....	\$ 21,781 41	\$ 21,664 44	\$ 223,270 80	\$ 42,446 30	\$ 18,314 01	\$ 11,925 28
Black Hills & Fort Pierre.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul Minneapolis & Omaha.....	31,922 45	49,006 37	431,899 08	105,232 73	23,990 46	47,045 17
Chicago & Northwestern.....	105,420 49	223,173 53	1,973,753 48	373,410 12	95,314 97	15,692 17
Chicago, Milwaukee & St. Paul.....	.....	356,963 54	1,745,468 71	507,467 45	116,715 69	.....
Cherokee & Dakota.....	.....	.....	.....	.....	.....	.....
Freemont, Elkhorn & Missouri Valley.....	6,809 68	17,779 31	194,638 54	38,730 31	8,956 89	16,065 97
Minneapolis & Pacific.....	12,086 99	6,788 09	66,520 02	20,846 81	2,579 04	556 84
Minneapolis, St. Paul & Sault Ste. Marie {	.....	.....	.....	.....	.....	.....
Northern Pacific.....	98,805 40	43,963 37	983,967 49	257,620 67	.....	.....
St. Paul, Minneapolis & Manitoba.....	77,405 31	33,598 34	455,682 34	303,080 23	47,974 53	.....
Wisconsin, Minnesota & Pacific.....	809 25	1,221 57	13,966 92	4,955 77	604 94	100 32
Total	\$ 350,040 96	\$ 554,119 56	\$ 6,090,197 38	\$ 1,656,892 39	\$ 319,450 53	\$ 91,405 70

TABLE VI--Continued.

RAILROADS.	Freight Train Service.	Freight Train Supplies.	Mileage of Freight Cars. Debit Balance.	Telegraph Expenses.	Loss and Damage of Freight and Baggage.
Burlington, Cedar Rapids & Northern.....	\$ 127,026 98	\$ 12,721 89	\$ 12,660 82	\$ 59,410 44	\$ 6,328 94
Black Hills & Fort Pierre.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	219,227 47	7,068 34	26,152 22	110,825 53	10,093 86
Chicago & Northwestern.....	1,019,574 84	26,669 32	102,534 21	885,964 65	53,453 12
Chicago, Milwaukee & St. Paul.....	864,066 20	42,442 08	123,423 03	.....	26,691 16
Cherokee & Dakota.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	85,068 72	3,177 94	.....	87,982 59	4,508 41
Minneapolis & Pacific.....	34,000 28	2,386 83	15,949 45	10,828 76	276 67
Minneapolis, St. Paul & Sault Ste. Marie.....	.....	.....	.....	.....	.....
Northern Pacific.....	571,347 81	.....	.....	197,234 21	23,617 74
St. Paul, Minneapolis & Manitoba.....	.....	*21,670 78	.....	9,379 04	20,044 76
Wisconsin, Minnesota & Pacific.....	8,457 15	381 00	2,067 95	9,029 90	159 75
Total	\$ 2,928,778 45	\$ 116,458 18	\$ 287,777 68	\$ 820,105 12	\$ 145,314 41

*For car heating and lighting cars.

TABLE VI—Continued.

RAILROADS.	Damage to Cattle and Property.	Personal Injuries.	Agent and Station Service.	Station Supplies.	General Super- intendence.	Legal Expenses.
Hurlington, Cedar Rapids & Northern.....	\$ 11,445 84	\$ 755 83	\$ 150,882 18	\$ 26,006 38	\$ 77,597 41	\$ 7,768 62
Black Hills & Fort Pierre .....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	25,623 28	53,745 59	491,837 83	154,634 46	154,873 68	22,825 86
Chicago & Northwestern.....	39,364 42	168,494 20	2,473,568 41	88,271 81	205,060 57	77,982 04
Chicago, Milwaukee & St. Paul.....	66,711 72	141,306 94	2,577,843 23	159,157 76	516,804 50	118,497 73
Cherokee & Dakota.....	.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley	8,733 68	9,296 74	162,723 90	18,961 88	35,344 74	9,580 42
Minneapolis & Pacific.....	.....	.....	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie.....	3,531 16	1,947 58	53,001 69	5,161 58	24,150 11	8,840 48
Northern Pacific.....	67,540 29	41,353 80	615,725 90	.....	309,662 94	15,908 60
St. Paul, Minneapolis & Manitoba.....	25,710 24	61,479 26	375,708 03	72,807 60	288,908 57	59,787 98
Wisconsin, Minnesota & Pacific.....	286 56	3,540 47	13,764 63	2,419 61	8,454 29	1,540 05
Total.....	\$ 251,667 19	\$ 481,792 41	\$ 6,914,855 80	\$ 427,139 83	\$ 1,570,944 81	\$ 317,628 78

† This item includes \$28,491 08 for expenses of Missouri River Transfer.

TABLE VI.—Continued.

RAILROADS.	Insurance.	Stationery and Printing.	Outside Agencies and Advertising.	Miscellaneous and Contingencies.	Total Taxes Paid.	Taxes Paid in Dakota.
Burlington, Cedar Rapids & Northern.....	\$ 10,774 38	\$ 59,947 08	.....	\$ 20,127 88	\$ 91,185 79	\$ 2,058 41
Black Hills & Fort Pierre.....	.....	.....	.....	.....	.....	2,067 48
Chicago, St. Paul, Minneapolis & Omaha.....	13,459 41	48,007 57	64,112 78	5,527 78	280,628 97	.....
Chicago & Northwestern.....	1,442 46	171,940 13	828,452 38	227,900 08	758,979 40	28,981 18
Chicago, Milwaukee & St. Paul.....	46,890 81	212,210 35	243,806 76	452,408 24	808,312 62	39,478 14
Cherokee & Dakota.....	.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	15 27	18,351 59	11,546 85	16,350 26	125,600 68	3,150 91
Minneapolis & Pacific.....	5,701 53	18,088 89	8,985 74	98,279 14	5,120 72	470 72
Minneapolis, St. Paul & Sault Ste. Marie } Northern Pacific.....	66,392 90	69,449 23	147,888 18	251,882 97	241,288 86	82,392 13
St. Paul, Minneapolis & Manitoba.....	22,046 90	20,313 19	66,683 56	115,927 94	293,921 28	70,685 20
Wisconsin, Minnesota & Pacific.....	778 99	2,188 12	3,702 62	597 17	5,101 68	287 89
Total.....	\$ 169,497 15	\$ 614,946 25	\$ 870,188 82	\$ 1,193,149 86	\$ 2,560,280 40	\$ 218,442 06

TABLE VII.—OPERATING EXPENSES COMPARED WITH EARNINGS.

RAILROADS.	Miles.	OPERATING EXPENSES.		
		Total.	Per Mile of Road.	Per Train Mile.
Burlington, Cedar Rapids & Northern.....	\$ 2,164,498 57	\$ 2,068 86	\$ 0 78969
*Black Hills & Fort Pierre.....	68,957 92	4,248 86	.....
Chicago, St. Paul, Minneapolis & Omaha.....	4,804,680 39	3,519 03	1 01
Chicago & Northwestern.....	16,844,058 50	4,022 91	0 7879
Chicago, Milwaukee & St. Paul.....	16,474,316 62	2,854 17	0 87
Cherokee & Dakota.....
Fremont, Elkhorn & Missouri Valley.....	1,784,687 87	1,769 62	0 844
Minneapolis & Pacific.....	685,062 56	870 03	0 77
Minneapolis, St. Paul & Sault Ste. Marie } Northern Pacific.....	8,998,106 45	2,785 06	1 033
St. Paul, Minneapolis & Manitoba.....	5,419,886 83	2,852 00	1 26
Wisconsin, Minnesota & Pacific.....	228,513 47	1,033 68	1 0047
Total.....	\$ 57,462,574 18	\$ 25,568 72	\$ 8 85949

*Road not operated in January, February, March and April.

TABLE VII.—Continued.

RAILROADS.	EARNINGS.			DIFFERENCE.		Percentage of Ex- penses to Earn- ings.	Percentage of Net Earnings to Stock and Debt.	Percentage of Net Earnings to Cost of Road and Equipment.
	Total.	Per Mile of R oad.	Per Train Mile.	Earnings Over Expenses.	Expenses Over Earnings.			
Burlington, Cedar Rapids & Northern.....	\$ 2,917,797 75	\$ 2,750 35	1 227	\$ 753,304 18	.....	.7418	.16	.152
Black Hills & Fort Pierre.....	68,882 63	.....	.....	5,224 71	.....	.92	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	6,740,241 43	4,836 01	1 65	1,035,561 09	.....	.7184	3.4	3.5
Chicago & Northwestern.....	26,818,314 76	6,322 50	1 3142	9,974,256 28	.....	.6281	5.44	6.25
Chicago, Milwaukee & St. Paul.....	24,728,741 62	4,433 90	1 31	8,232,425 00	.....	.6683	4.53	4.60
Cherokee & Dakota.....	59,341 90	.....	.....	59,341 90	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	2,787,090 30	2,608 78	1 408	1,008,361 43	.....	.6401	2.5	2.5
Minneapolis & Pacific.....	762,940 44	972 75	82	77,878 08	.....	.88	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie.....	15,577,609 83	4,743 02	.....	6,579,443 38	.....	.5848	.00814	0.00814
Northern Pacific.....	9,401,726 85	4,079 84	2 17	3,860,740 02	.....	.5668	2.15	2.24
St. Paul, Minneapolis & Manitoba.....	196,043 03	906 04	1 3619	.....	27,470 44	1.1401	.....	.....
Wisconsin, Minnesota & Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	\$60,067 639 65	\$31,658 92	11 4611	\$ 32,622,536 11	\$27,470 44	.....	.....	.....

TABLE IX—INTEREST AND DIVIDEND COMPARED WITH INCOME.

RAILROADS.	Miles Operated.	Net Income.	Interest and Funded Debt.	Interest on Unfunded Debt.
Burlington, Cedar Rapids & Northern....	\$ 753,304 18	\$ 768,706 00	.....
Black Hills & Fort Pierre.....	5,224 71	.....	.....
Chicago, St. Paul, Minneapolis & Omaha	1,983,501 09	1,850,491 02	.....
Chicago & Northwestern	9,974,256 28	5,287,902 18	.....
Chicago, Milwaukee & St. Paul.....	8,232,425 09	6,573,598 60	.....
Cherokee & Dakota.....	59,841 96	.....	.....
Fremont, Elkhorn & Missouri Valley.....	1,008,891 48	793,831 80	.....
Minneapolis & Pacific.....	77,878 08	530,596 67	.....
Minneapolis, St. Paul & Sault Ste. Marie	6,579,443 38	4,708,955 46	.....
Northern Pacific.....	3,981,740 02	2,768,751 28	.....
St. Paul, Minneapolis & Manitoba
Wisconsin, Minnesota & Pacific.....
Total.....	\$ 32,622,536 11	\$ 22,753,631 91	.....

* Wisconsin, Minnesota & Pacific road, expenses over earnings were \$27,470.44.

TABLE IX.—Continued.

RAILROADS.	Dividends.	Surplus at Beginning of Year.	Surplus Close of Year.	Amount Property Account has been Increased During Year.
Burlington, Cedar Rapids & Northern.....	\$	\$ 235,25 23	\$ 199,971 45	\$ 117,084 44
Black Hills & Fort Pierre.....	.....	.....	.....	.....
Chicago St. Paul, Minneapolis & Omaha.....	675,406 00	4,069,181 42	4,527,180 66	2,083,682 57
Chicago and Northwestern.....	3,444,504 00	3,347,094 07	4,580,944 20	4,493,757 27
Chicago, Milwaukee & St. Paul.....	1,780,460 52	3,576,289 71	3,097,912 21	8,544,114 80
Cherokee & Dakota.....	.....	.....	.....	.....
Frenont, Elkhorn & Missouri Valley.....	.....	1,068,371 02	1,199,883 56	5,801,837 27
Minneapolis & Pacific.....	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie } Northern Pacific.....	.....	.....	.....	.....
St. Paul, Minneapolis & Manitoba.....	1,200 00	2,374,888 98	2,523,056 43	3,479,246 99
Wisconsin, Minnesota & Pacific.....	.....	.....	.....	.....
Total	\$ 7,050,872 52	\$ 14,091,660 43	\$ 16,128,928 51	\$ 24,439,088 34

TABLE X—TRACK IN DAKOTA—MILES.

RAILROADS.	Owned Road.	Road Leased.	Total.	Double Track.	Sidings.	Length of Track Computed as Single Track.	Steel Rails.	Iron Rails.	Gauge.	
									Feet.	Inches.
Burlington, Cedar Rapids & Northern.....	.....	82.76	82.76	.....	5.98	82.76	82.76	.....	4	8½
Black Hills & Fort Pierre.....	15	.....	15	.....	2	15	10	5	3	.....
Chicago, St. Paul, Minneapolis & Omaha.....	88.20	.....	88.20	.....	6.40	88.20	55.05	33.15	4	8½
Chicago & Northwestern.....	.....	758.41	758.41	.....	.....	758.41	630.98	127.43	4	3 feet / 41.8½"
Chicago, Milwaukee & St. Paul.....	1,215.11	.....	1,215.11	.....	98.46	1,215.11	636.32	576.79	4	8½ 33ft.
Cherokee & Dakota.....	14.95	.....	14.95	.....	2.84	14.95	14.95	.....	4	8½
Fremont, Elkhorn & Missouri Valley.....	122.12	.....	122.12	.....	6.17	122.12	122.12	.....	4	8½
Minneapolis & Pacific.....	99.50	.....	99.50	.....	.....	99.50	99.50	.....	4	8½
Minneapolis, St. Paul & Sault Ste. Marie.....	837.40	.....	837.40	4.5	115.10	837.40	630.10	148.30	4	8½
Northern Pacific.....	1,088.14	.....	1,088.14	.....	.....	1,088.14	879.04	159.10	4	8½
St. Paul, Minneapolis & Manitoba.....	38.50	.....	38.51	.....	1.45	38.51	38.51	.....	4	8½
Wisconsin, Minnesota & Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	3,468.92	841.18	4,310.10	.....	233.40	4,310.10	3,290.33	1,019.77	.....	.....

TABLE XI.—MILEAGE TRAFFIC.

RAILROADS.	PASSENGER TRAINS.			FREIGHT TRAINS.			Miles Run by Construction and other Trains.	Total Train Mileage.
	Miles Run by.	Average Number of Cars.	Average Weight Tons.	Miles Run by.	Average Number of Cars.	Average Weight Tons.		
Burlington, Cedar Rapids & Northern.....	1,584,842	3.50	75	1,655,492	16.15	175	304,305	3,148,190
Black Hills & Fort Pierre.....	.....	.....	.....	.....	8	36	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	1,905,872	4.58	122	2,890,205	18.13	199	1,205,485	6,491,821
Chicago & Northwestern.....	6,762,680	4.54	109	14,616,873	18.36	202	6,268,498	28,697,105
Chicago, Milwaukee & St. Paul.....	6,853,597	4.74	128	12,049,848	21.20	233	4,654,092	25,136,624
Cherokee & Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	754,796	6	115	1,359,683	15	.....	189,862	2,321,308
Minneapolis & Pacific.....	448,028	.....	.....	446,222	17	.....	.....	1,084,198
Minneapolis, St. Paul & Sault Ste. Marie }.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific.....	3,231,880	6.12	215	5,427,228	20	225	.....	8,968,680
St. Paul, Minneapolis & Manitoba.....	1,583,561	4.70	.....	2,787,445	23.20	.....	1,449,714	6,198,764
Wisconsin, Minnesota & Pacific.....	123,496	2	45	99,911	13.50	139½	.....	233,494
Total	22,506,264	4.825	115.40	41,272,495	17.164	172.45	14,182,946	82,241,202

TABLE XI—Continued.

RAILROADS.	Number of Passengers Carried.	Number of Passengers Carried One Mile.	Average Dis- tance Traveled Miles.	Average Amt. Paid by Person.	Passenger Fare Per Mile.			Speed in Dakota.	
					Highest Cents.	Lowest Cents.	Average Cents.	Passenger Trains.	Freight Trains.
Burlington, Cedar Rapids & Northern.....	562,480	28,150,944	50.046	\$ 1 24405	3½	1	2.485	25	12
Black Hills & Fort Pierre.....	.....	.....	.....	.....	5	5	5.00	10	10
Chicago, St. Paul, Minneapolis & Omaha.....	1,871,488	67,938,410	49.4	1 28	4	1	2.59	22.5	10.5
Chicago & Northwestern.....	10,870,757	276,941,968	25	0 83	4	1	2.28	25	15
Chicago, Milwaukee & St. Paul.....	6,780,065	244,929,662	36.30	0 8875	8	1	2.45	21	12
Cherokee & Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	867,789	22,174,500	60	1 71	5	1.75	2.83	25	12
Minneapolis & Pacific.....	188,889	5,838,275	36.6	1 10	4	0.5	8	28	15
Minneapolis, St. Paul & Sault Ste. Marie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific.....	1,848,787	159,638,885	118.7	3 20	.....	.....	.027	35	13.5
St. Paul, Minneapolis & Manitoba.....	2,281,381	78,940,169	32.971	0 79629	.....	.....	2.46	20 to 28	10 to 15
Wisconsin, Minnesota & Pacific.....	58,901	1,504,392	25	0 7582	4½	1	2.68	25	12
Total.....	23,745,335	879,438,513	38.157	\$ 1 28494	.....	.....	.....	.....	.....

TABLE XII.—FREIGHT TRAFFIC AND CAR MILEAGE.

RAILROADS.	Number Tons of Local Freight Carried.	Total Tons of Freight Carried.	Total Tons of Freight Carried One Mile.	Number of Miles Run by Loaded Cars East and South.	Number of Miles Run by Loaded Cars North and West.	Number of Miles Run by Empty Cars East and South.
Burlington, Cedar Rapids & Northern.....	360,186	1,211,767	177,943,017	8,997,274	10,301,554	3,909,592
Black Hills & Fort Pierre.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	1,892,051	2,687,587	216,899,485	*17,845,596	†24,109,176	†7,973,096
Chicago & Northwestern.....	8,051,335	11,059,616	1,954,494,117	100,690,141	100,793,592	31,771,698
Chicago, Milwaukee & St. Paul.....	6,479,872	7,675,934	1,680,069,864	87,715,649	91,108,274	33,780,674
Cherokee & Dakota.....	.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	193,864	635,998	108,739,223	6,201,506	7,584,169	4,565,945
Minneapolis & Pacific.....	.....	298,683	41,761,712	2,619,982	2,226,274	921,749
Minneapolis, St. Paul & Sault Ste. Marie .....	.....	.....	.....	.....	.....	.....
Northern Pacific.....	2,521,313	2,597,897	704,772,508	38,100,689	45,576,420	16,998,057
St. Paul, Minneapolis & Manitoba.....	.....	2,069,428	559,795,053	25,770,611	25,174,334	8,685,586
Wisconsin, Minneapolis & Pacific.....	.....	160,535	6,490,027	349,065	421,762	246,004
Total	18,996,071	28,897,445	5,490,980,004	286,224,408	307,636,485	108,701,536

*East and North.

†West and South.

TABLE XII—Continued.

RAILROADS.	Number of Miles Run by Empty Cars North and West.	Total Freight Car Mileage.	Percentage of Empty Cars Hauled East and South.	Percentage of Empty Cars Hauled West and North.	Freight per Ton per Mile.	
					Average for Local.	Average for All.
Burlington, Cedar Rapids & Northern.....	3,074,073	26,182,423	14.55	11.74	.0128	.0114
Black Hills & Fort Pierre.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	†2,337,100	52,924,948	*.30	†10.	.0128	.0111
Chicago & Northwestern.....	35,251,783	268,963,300	.2309	25.92	.0116	.0088
Chicago, Milwaukee & St. Paul.....	31,075,562	243,765,150	.28	25.	.0108	.0102
Cherokee & Dakota.....	.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	2,962,381	21,533,401	.4240	27.24	.0216	.0176
Minneapolis & Pacific.....	1,223,793	6,991,618	.26	35.	.0124	.0124
Minneapolis, St. Paul & Sault Ste. Marie.....	.....	.....	.....	.....	.....	.....
Northern Pacific.....	10,113,156	108,768,322	.32	18.	.0158	.0146
St. Paul, Minneapolis & Manitoba.....	9,841,429	69,421,710	.28	25.	.....	.0130
Wisconsin, Minnesota & Pacific.....	166,812	1,179,663	.4176	23.53	.....	.0208
Total.....	96,518 029	799,060,453	266.70	203.46	.0678	.812076

† West and South.

* East and North.

TABLE XIII.—EQUIPMENT.

RAILROADS.	LOCOMOTIVES.				CARS.								
	Total Number.	Maximum Weight, Tons.	Average Weight, Tons.	Equipped with Train Brake.	Passenger.	Baggage, Mail and Express.	Parlor, Dining and Sleeping.	Box Freight Cars.	Stock.	Coal.	Other Cars.	Total Cars.	Equipped with Train Brakes.
Burlington, Cedar Rapids & Northern.....	106	70	54	33	35	15	72	2,919	169	729	48	3,987	67
Black Hills & Fort Pierre.....	3	46	20	.....	1	.....	.....	.....	.....	60	.....	61	.....
Chicago, St. Paul, Minneapolis & Omaha.....	227	89	63	135	92	51	6	5,487	410	2,147	125	46,318	157
Chicago & Northwestern.....	766	75	50	465	373	183	20	13,372	1,914	4,047	5,061	24,945	526
Chicago, Milwaukee & St. Paul.....	757	63	45	259	343	340	69	14,896	2,544	4,472	882	23,416	All.
Cherokee & Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	377	57	50	65	31	18	1	140	690	600	58	42,799	51
Minneapolis & Pacific.....	58	40	38	52	13	8	.....	1,765	25	926	38	2,775	23
Minneapolis, St. Paul & Sault Ste. Marie.....													
Northern Pacific.....	422	90	50	339	150	82	36	5,946	919	3,370	1,575	12,078	4,691
St. Paul, Minneapolis & Manitoba.....	240	53	39	.....	123	55	33	5,239	523	1,933	291	8,251	220
Wisconsin, Minnesota & Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	2,655	.....	.....	1,348	1,171	607	237	51,044	7,199	13,304	8,068	86,630	5,771

* Approximate. † 707 Leased.
 + 470 Leased. | The Equipment of the M. & St. L. Ry. is used in operating this road.

TABLE XIII.—Continued.

RAILROADS.	STATIONS.		EMPLOYES.		Amount Paid Employes During Year.	
	Total.	In Dakota.	Total.	In Dakota.	Total.	In Dakota.
Burlington, Cedar Rapids & Northern.....	152	19	2,490	88	\$ 1,346,381 96	\$ 36,000 00
Black Hills & Fort Pierre.....	4	4	50	50	.....	.....
Chicago, St. Paul Minneapolis & Omaha.....	244	10	5,103	109	3,071,154 27	5,924,160 00
Chicago & Northwestern.....	513	.....	18,267	1,072	11,287,533 88	655,380 00
Chicago, Milwaukee & St. Paul.....	1,069	185	21,786	3,606	13,041,894 33	2,051,586 97
Cherokee & Dakota	24	4	885	100	137,584 49	19,251 00
Freemont, Elkhorn & Missouri Valley... ..	107	9	2,276	136	1,251,494 80	71,788 18
Minneapolis & Pacific,.....	202	21	1,677	49	1,020,000 00	587 16
Minneapolis, St. Paul & Sault Ste. Marie }						
Northern Pacific.....	327	71	8,908	1,368	6,628,531 04	972,294 28
St. Paul, Minneapolis & Manitoba.....	493	155	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific.....	32	4	485	97	.....	.....
Total	3,107	432	61,983	6,677	\$ 37,750,574 72	\$ 9,781,047 49

TABLE XIV.—BRIDGES, CATTLE GUARDS AND CROSSINGS.

RAILROADS.	TRUSS BRIDGES.						Wooden Trestle and Pile.	
	Wood.		Combination.		Iron.			
	Number.	Av. Length in feet.	Number.	Av. Length in Feet.	Number.	Av. Length in Feet.	Number.	Av. Length in Feet.
Burlington, Cedar Rapids & Northern.....	1	118	2	176	.....	.....	69	6,720
Black Hills & Fort Pierre .....	.....	.....	.....	.....	.....	.....	18	3,044
Chicago, St. Paul, Minneapolis & Omaha	3	306	2	400	1	150	157	11,923
Chicago & Northwestern.....	3	883	4	576	1	240	776	50,242
Chicago, Milwaukee & St. Paul.....	5	762	1	157	.....	.....	929	71,458
Cherokee & Dakota.....	.....	.....	.....	.....	1	.....	11	.....
Fremont, Elkhorn & Missouri Valley.....	.....	.....	1	180	.....	.....	279	29,866
Minneapolis & Pacific.....	.....	.....	.....	.....	.....	.....	53	4,086
Minneapolis, St. Paul & Sault Ste. Marie.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific.....	3	1,012	6	969	1	1,443	1,042	65,878
St. Paul, Minneapolis & Manitoba.....	4	2,400	2	644	.....	.....	632	39,768
Wisconsin, Minnesota & Pacific.....	.....	.....	.....	.....	.....	.....	22	3,228
Total	19	.....	18	.....	4	.....	3,888	.....

TABLE XIV.—Continued.

RAILROADS.	Arch Culverts.		Box Culverts.		Bridges built this year. Length in feet.	Number Cattle Guards in Dakota.	Railroad.		CROSSINGS.				
	Twenty feet Opening or More.	Less than twenty feet Opening.	Timber.	Stone.			Number at Grade.	Over or un- der Grade.	At Grade.	Over Track	Under Track.	Fifteen ft. above track.	Not 18 feet above track.
Burlington, Cedar Rapids & Northern.....	141	1	228	3	.....	.....	95	.....	1	.....	.....
Black Hills & Fort Pierre.....	12	.....	.....	.....	.....	.....	6	.....	4	.....	.....
Chicago, St. Paul, Minneapolis & Omaha....	1	7	35	.....	.....	.....	.....	.....	105	1	.....	1	.....
Chicago & Northwestern.....	243	2	1,870	49	.....	.....	633	5	5	.....	.....
Chicago, Milwaukee & St. Paul.....	2	1,541	23	.....	.....	.....	.....	1,162	2	1	.....	2
Cherokee & Dakota.....	4	29	.....	25	.....	.....	17	.....	1	.....	.....
Fremont, Elkhorn & Missouri Valley.....	3	5	10,144	60	.....	.....	61	.....	4	.....	.....
Minneapolis & Pacific.....	144	.....	.....	.....	.....	.....	38	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie... }
Northern Pacific.....	6	477	.....	416	.....	.....	.....	437	.....	1	.....	.....
St. Paul, Minneapolis & Manitoba.....	2,474	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific.....	45	.....	.....	.....	.....	.....	38	.....	.....	.....	.....
Total.....	1	15	2,645	60	15,132	137	.....	.....	2,612	8	13	1	2

TABLE XV.—TONNAGE CLASSIFIED.

RAILROADS.	Grain.	Flour.	Provisions.	Animals.	Other Agricultural Products.	Lumber and Forest Products.	Coal.
Burlington, Cedar Rapids & Northern.....	235,244	73,519	23,413	86,338	75,310	185,912	276,861
Black Hills & Fort Pierre.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	532,942	135,445	9,165	77,253	78,535	654,506	288,157
Chicago & Northwestern.....	1,335,062	269,097	113,297	444,198	337,179	1,287,087	1,606,213
Chicago, Milwaukee & St. Paul.....	1,456,005	603,984	109,444	377,156	299,591	1,250,089	873,714
Cherokee & Dakota.....	.....	.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	228,346	11,428	4,304	104,379	22,061	85,473	70,543
Minneapolis & Pacific.....	60,635	35,203	154	1,798	14,560	129,303	12,596
Minneapolis, St. Paul & Sault Ste. Marie }.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific.....	627,510	98,230	23,827	95,366	59,586	563,716	416,503
St. Paul, Minneapolis & Manitoba.....	11,962,75	67,896	27,193	94,432	36,899	339,878	72,103
Wisconsin, Minnesota & Pacific.....	55,064	21,030	.....	803	123	42,060	8,203
Total	5,722,113	1,363,839	315,742	1,221,662	922,829	4,487,961	3,929,896

TABLE XV.—Continued.

RAILROADS.	Plaster Lime, &c.	Salt.	Petroleum and Oil.	Iron, steel and Castings.	Stone and Brick.	Manufac- tures.	Mdse. &c.	Total.
Burlington, Cedar Rapids & Northern	.....	49,481	.....	26,085	.....	30,685	1,883,969	2,886,767
Black Hills & Fort Pierre	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha	83,518	8,208	4,662	96,889	184,748	1,275	533,387	2,637,587
Chicago & Northwestern	98,785	63,142	75,741	608,882	294,515	445,881	4,085,057	11,059,616
Chicago, Milwaukee & St. Paul	104,442	54,181	.....	216,846	329,613	206,571	1,789,448	7,675,984
Cherokee & Dakota	.....	.....	.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley	4,890	4,309	3,096	4,813	29,889	4,888	110,710	685,998
Minneapolis & Pacific	779	302	62	781	5,202	1,971	85,457	286,683
Minneapolis, St. Paul & Sault Ste. Marie	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific	28,473	.....	19,080	43,309	57,008	41,797	538,427	2,597,897
St. Paul, Minneapolis & Manitoba	11,562	6,184	7,838	3,984	52,867	88,515	182,478	2,490,426
Wisconsin, Minnesota & Pacific	2,007	483	514	160	1,766	18,411	12,907	160,535
Total	277,493	186,284	111,068	1,000,649	905,088	781,194	9,156,770	30,083,443

TABLE XVI.—DAKOTA TONNAGE CLASSIFIED.

RAILROADS.	Grain.	Flour.	Provisions.	Animals.	Other Agricultural Products.	Lumber and Forest Products.	Coal.
Burlington, Cedar Rapids & Northern.....	.....	.....	.....	.....	.....	.....	.....
Black Hills & Fort Pierre.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	23,815	242	389	923	740	463	65
Chicago & Northwestern.....	239,843	10,510	1,708	9,299	93,080	69,909	108,519
Chicago, Milwaukee & St. Paul.....	362,292	29,462	552	23,879	57,069	5,280	659
Cherokee & Dakota.....	.....	.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	1,079	1,665	658	21,700	2,695	5,427	1,886
Minneapolis & Pacific.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie.....	14,504	.....	34	195	2,176	11,591	1,154
Northern Pacific.....	239,996	24,715	17,569	52,853	16,085	76,253	59,324
St. Paul, Minneapolis & Manitoba.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific.....	3,772	1,441	.....	55	9	2,381	562
Total.....	968,541	68,135	20,960	108,909	117,754	165,704	167,119

TABLE XVI.—Continued.

RAILROADS.	Plaster, Lime and Cement.	Salt.	Petroleum and Oil.	Iron, Steel and Castings.	Stone and Brick.	Manufac- tures.	Merchan- dise, etc.	Total.
Burlington, Cedar Rapids & Northern.....	.....	.....	.....	.....	.....	.....	.....	.....
Black Hills & Fort Pierre.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul Minneapolis & Omaha.....	44	9	51	34	4,480	.....	2,683	34,888
Chicago & Northwestern.....	1,848	2,284	2,008	2,069	6,581	9,829	51,929	548,881
Chicago, Milwaukee & St. Paul.....	287	96	.....	341	40,378	2,005	55,785	578,025
Cherokee & Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley.....	64	271	397	2,916	1,834	.....	16,663	58,285
Minneapolis & Pacific.....	16	98	18	11	.....	538	2,114	32,744
Minneapolis, St. Paul & Sault Ste. Marie } Northern Pacific.....	9,618	.....	11,421	24,450	4,920	28,014	184,267	797,484
St. Paul, Minneapolis & Manitoba.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific.....	187	38	35	11	121	1,056	884	10,967
Total	11,969	2,756	18,925	29,962	58,328	40,432	315,275	2,066,904

TABLE XVII.—ACCIDENTS TO PERSONS.

RAILROADS.	KILLED.							INJURED.					
	Passengers.	Employees.	Others.	Total.	Fell From Train.	Getting on and off Train.	Miscellaneous.	Trespassers on Track.	Suicide in Dakota.	Passengers.	Employees.	Others.	Total.
Burlington, Cedar Rapids & Northern.....
Black Hills & Fort Pierre
Chicago, St. Paul, Minneapolis & Omaha	3	1	4
Chicago & Northwestern.....	...	1	2	3	...	2	...	1	...	2	16	2	20
Chicago, Milwaukee & St. Paul.....	...	5	...	5	1	...	4	...	...	1	42	...	43
Cherokee & Dakota.....	...	1	...	1	...	...	1	...	...	...	1	...	1
Fremont, Elkhorn & Missouri Valley.....	3	...	3
Minneapolis & Pacific.....	3	...	6
Minneapolis, St. Paul & Sault Ste. Marie.....	...	2	1	3	1	...	2	...	...	6	33	1	40
Northern Pacific.....	...	8	5	13	1	1	10	1	...	3	19	6	26
St. Paul, Minneapolis & Manitoba.....
Wisconsin, Minnesota & Pacific.....
Total.....	...	17	8	25	3	3	17	2	...	12	123	10	145

TABLE XVII.—Continued.

RAILROADS.	INJURED.										
	Derailement	Collision.	Coupling Cars.	Fell From Train.	Getting on and Off Train.	Highway Crossings	Miscellaneous.	Overhead Obstructions.	Stealing Rides.	Trespassing on Track.	Wile Intoxicated.
Burlington, Cedar Rapids & Northern.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....
Black Hills & Fort Pierre .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha .....	.....	.....	2	.....	.....	.....	1	.....	.....	1	.....
Chicago & Northwestern.....	1	6	7	.....	1	2	3	.....	.....	.....	.....
Chicago, Milwaukee & St. Paul.....	2	.....	21	2	.....	.....	17	.....	.....	.....	.....
Cherokee & Dakota .....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley .....	.....	.....	1	1	1	.....	.....	.....	.....	.....	.....
Minneapolis & Pacific .....	.....	2	.....	.....	.....	.....	4	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific.....	8	1	16	5	4	.....	3	1	.....	.....	1
St. Paul, Minneapolis & Manitoba.....	6	2	6	3	2	.....	6	.....	1	1	.....
Wisconsin, Minnesota & Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	17	12	53	12	8	2	35	1	1	2	2

TABLE XVIII.—CONSTRUCTION.

PROPERTY ACCOUNTS—CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING YEAR.

RAILROADS.	Grading.	Bridging and Masonry.	Superstructure, Including Rails.	Land, Land Dam- ages and Fences.	Passenger and Freight Stations.
Burlington, Cedar Rapids & Northern.....	\$ 10,074 69	\$ 4,122 59	\$ 32,000 00	\$	\$ 10,510 32
Black Hills & Fort Pierre.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	90,500 22	60,413 90	312,925 76	133,610 76	70,990 70
Chicago & Northwestern	361,312 50	236,126 84	676,664 60	187,574 60	† 267,456 08
Chicago, Milwaukee & St. Paul	77,192 95	101,567 89	438,990 05	64,577 94	196,585 22
Cherokee & Dakota.....	385,060 59	353,358 06	1,061,164 49	101,462 88	126,068 86
Fremont, Elkhorn & Missouri Valley.....	718,203 96	211,657 89	1,449,692 90	383,208 80	214,149 80
Minneapolis & Pacific .....	.....	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie.....	.....	.....	.....	.....	.....
Northern Pacific	664,547 35	494,969 90	131,312 43	19,320 96	70,199 20
St. Paul, Minneapolis, & Manitoba.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific .....	.....	.....	.....	.....	.....
Total	\$ 2,306,912 26	\$ 1,463,617 07	\$ 4,102,990 98	\$ 889,954 99	\$ 989,974 03

† Side-tracks.

‡ Included in cost of road.

TABLE XVIII.—CONSTRUCTION.—Continued.

RAILROADS.	Engine Houses, Car Sheds and Turn Tables.	Machine Shops, In- cluding Machinery and Tools.	Engineering, Agency, Salaries and Construction.	Purchase of Other Roads, or Improvements on Other Roads.	Total for Construction and Improvements.
Burlington, Cedar Rapids & Northern.....	\$	\$ 8,290 00	\$ 9,538 63	\$	\$ 74,506 23
Black Hills & Fort Pierre.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	54,262 88	17,942 41	27,337 14	237,740 27	1,045,744 04
Chicago & Northwestern.....	595,000 09	3,963 36	23,204 66	1 765,253 53	3,121,580 21
Chicago, Milwaukee & St. Paul.....	75,397 35	73,141 82	43,682,968 90	2,675,472 37	7,568,968 80
Cherokee & Dakota.....	59,378 39	.....	33,222 77	.....	2,126,770 49
Fremont Elkhorn & Missouri Valley.....	+ 279,306 36	.....	33,747 74	1,968,199 13	5,106,198 33
Minneapolis & Pacific.....	.....	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie.....	.....	.....	.....	.....	.....
Northern Pacific.....	71,351 74	1,219 57	2,642,965 64	.....	4,097,880 44
St. Paul, Minneapolis & Manitoba.....	.....	.....	.....	.....	* 7,981,967 69
Wisconsin, Minnesota & Pacific.....	.....	.....	.....	.....	.....
Total	\$1,134,696 81	\$ 104,526 16	\$ 6,462,305 46	\$ 5,656,664 35	\$ 31,018,681 32

+ This item includes transportation of material, \$279,278 18, and construction of telegraph, \$80.18.

+ Construction of extensions and branches.

+ Not enumerated

+ Second tracks and other items of construction.

TABLE XVIII.—EQUIPMENT.

RAILROADS.	Locomotives.	Passenger, Baggage and Express Cars.	Freight and Other Cars.	Total for Equipment.
Burlington, Cedar Rapids & Northern.....	\$	\$ 2,640 00	\$ 25,400 00	\$ 28,140 00
Black Hills & Fort Pierre.....	.....	.....	.....	* 300,000 00
Chicago, St. Paul, Minneapolis & Omaha.....	281,717 08	49,553 46	847,168 20	1,178,438 72
Chicago & Northwestern.....	271,020 14	137,448 94	988,709 98	1,392,177 06
Chicago, Milwaukee & St. Paul.....	415,545 47	55,501 25	662,553 19	1,133,710 91
Cherokee & Dakota.....	92,500 00	.....	.....	92,500 00
Fremont, Elkhorn & Missouri Valley.....	38,418 22	68,553 98	498,716 74	605,688 94
Minneapolis & Pacific.....	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie.....	.....	.....	.....	.....
Northern Pacific.....	155,847 78	11,509 01	194,584 08	361,941 42
St. Paul, Minneapolis & Manitoba.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific.....	.....	.....	.....	.....
Total.....	\$ 1,255,048 62	\$ 325,204 64	\$ 3,190,942 79	\$ 6,501,374 54

* Construction and equipment.

TABLE XVIII.—EQUIPMENT—Continued.

RAILROADS.	Other Equipments Charged to Property Accounts.	Total Expenditures Charged to Property Accounts.	Credit Charged to Property Account.	Net Additions to Property Accounts.
Burlington, Cedar Rapids & Northern.....	\$ 14,498 21	\$ 117,084 44	\$	\$ 117,084 44
Black Hills & Fort Pierre.....
Chicago, St. Paul, Minneapolis & Omaha.....	2,224,182 76	191,150 19	2,083,082 57
Chicago & Northwestern.....	4,463,757 27	.....	4,463,757 27
Chicago, Milwaukee & St. Paul.....	11,800 00	8,544,104 80
Cherokee & Dakota.....
Fremont, Elkhorn* & Missouri Valley.....	5,801,887 27	.....	5,801,887 27
Minneapolis & Pacific.....
Minneapolis, St. Paul & Sault Ste. Marie.....
Northern Pacific.....	4,187,787 75	708,540 76	3,479,246 99
St. Paul, Minneapolis & Manitoba.....	9,889,765 28	.....	9,889,765 28
Wisconsin, Minnesota & Pacific.....
Total	\$ 14,498 21	\$ 28,184,484 77	\$ 911,290 95	\$ 33,828,848 62

TABLE XIX.—TELEGRAPH, RAILS, ETC.

RAILROADS.	TRACK SECTIONS.			TIES.		RAILS.				
	Number in Dakota.	Average Length.	Number of Men in each.	No. of New Laid During the Year in Dakota.	Average Years Ties Last in Track.	Tons of New Iron laid during Year in Dakota.	Tons of New Steel Laid During Year in Dakota.	Miles of New Rail laid during Year in Dakota.	Average Years Iron Rails last in Track.	Average Years Steel Rails last in Track.
Burlington, Cedar Rapids & Northern	14	5.9	4.2	3,188	.....	.....	.....	.....	.....	8 to 10
Black Hills & Fort Pierre	3	5.0	6.0	.....	.....	.....	.....	.....	5	.....
Chicago, St. Paul, Minneapolis & Omaha	12	7.1	1.5	23,071	6	.....	.....	.....	12	.....
Chicago & Northwestern	100	7.5	3.6	11,754	.....	38,1713	1,474,915	15.40	.....	.....
Chicago, Milwaukee & St. Paul	143	8.0	4.0	377,880	6 to 8	216,1747	10,881,670	115.98	4 to 6	8 to 10
Cherokee & Dakota	3	6.0	5.0	.....	.....	.....	.....	.....	.....	.....
Fremont, Elkhorn & Missouri Valley	20	6.0	3.5	.....	.....	.....	.....	.....	.....	.....
Minneapolis & Pacific.	10	7.0	4.0	.....	.....	.....	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie }										
Northern Pacific	120	7.0	8.0	185,547	7	.....	1,439,404	16.75	.....	7
St. Paul, Minneapolis & Manitoba	135	.....	.....	127,862	.....	662	.....	9.50	.....	.....
Wisconsin, Minnesota & Pacific	6	6.0	4.0	.....	6	.....	.....	.....	.....	18
Total	566	.....	.....	690,192	.....	284,4152	13,755,988	157.03	.....	.....

TABLE XIX.—Continued.

RAILROADS.	FENCING.					TELEGRAPH.		
	Miles of Road Fenced in Dakota.	Total Cost of Fencing in Dakota.	Average Cost per Rod.	Miles Built During Year.	Miles Needed to Fence Track.	Number of Offices in Dakota.	Miles Owned by Railroad Company.	Miles Owned by Western Union Telegraph Company.
Burlington, Cedar Rapids & Northern.....	3.8	75.56	9	.....	.....
Black Hills & Fort Pierre.....
Chicago, St. Paul, Minneapolis & Omaha.....	9	44½	44½
Chicago & Northwestern.....	170.66	.....	.....	.....	.....	80	.....	.....
Chicago, Milwaukee & St. Paul.....	106	538½	540½
Cherokee & Dakota.....
Fremont, Elkhorn & Missouri Valley.....	7	*122	.....
Minneapolis & Pacific.....	90½	.....
Minneapolis, St. Paul & Sault Ste. Marie.....	*82½	.....
Northern Pacific.....	4.0	.....	.....	.....	.....	67	.....	.....
St. Paul, Minneapolis & Manitoba.....	117	.....	1,088½
Wisconsin, Minnesota & Pacific.....	5	89½	.....
Total.....	3.8	75.56	.....	.....	.....

* Includes that owned by Western Union Telegraph Company.

TABLE XX.

COMPARATIVE TABLE OF CAPITAL STOCK, DEBT, EARNINGS AND PERCENTAGE OF EXPENSES FOR YEARS ENDING JUNE 30, '87-8.

RAILROADS.	CAPITAL STOCK.		DEBT.		Rate of Interest on Indebtedness.
	1887.	1888.	1887.	1888.	
Burlington, Cedar Rapids & Northern.....	\$ 7,235,000 00	\$ 7,235,000 00	\$ 15,020,180 51	\$ 15,137,166 97	5, 6, 7
Black Hills & Fort Pierre.....	300,000 00	300,000 00	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	34,050,125 66	+ 34,050,125 66	22,020,092 14	23,102,234 18	6, 7, 8, 10
Chicago & Northwestern.....	74,900,320 53	74,872,320 53	103,052,968 61	106,422,430 30	4, 5, 6, 7, 8
Chicago, Milwaukee & St. Paul.....	52,507,981 00	61,291,291 00	115,383,000 00	118,989,000 00	5, 6, 7, 8
Cherokee & Dakota.....	.....	500,000 00	.....	3,100,000 00	.....
Fremont, Elkhorn & Missouri Valley.....	21,750,000 00	23,700,000 00	13,690,611 17	16,242,180 00	6
Minneapolis & Pacific.....	* 53,000 00	.....	* 3,606,000 00	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie }.....	.....	21,000,000 00	.....	15,289,319 45	5
Northern Pacific.....	86,783,199 17	100,000,000 00	83,294,541 77	91,055,235 15	6
St. Paul, Minneapolis & Manitoba.....	20,000,000 00	20,000,000 00	43,289,976 80	55,283,943 80	4½, 5, 6, 7
Wisconsin, Minnesota & Pacific.....	5,381,400 00	.....	3,228,000 00	.....	.....
Total	\$ 302,964,507 36	\$ 342,948,708 19	\$ 408,575,846 00	\$ 446,621,509 86	.....

† This includes \$4,290,599.96 in the company's treasury.

* Minneapolis & Pacific only.

TABLE XX.—Continued.

RAILROADS.	EARNINGS.		OPERATING EXPENSES.	
	1887.	1888.	1887.	1888.
Burlington, Cedar Rapids & Northern.....	\$ 3,074,331 45	\$ 2,917,797 75	\$ 2,192,820 24	\$ 2,164,438 57
Black Hills & Fort Pierre.....	72,765 33	68,882 63	87,775 28	63,657 92
Chicago, St. Paul, Minneapolis & Omaha	6,456,110 28	6,740,241 48	4,106,827 87	4,894,680 39
Chicago & Northwestern	28,969,065 11	26,818,814 76	15,125,980 74	16,944,058 50
Chicago, Milwaukee & St. Paul.....	25,271,999 20	24,728,741 62	14,953,640 06	16,474,316 62
Cherokee & Dakota.....	.....	59,841 98	.....	.....
Fremont, Elkhorn & Missouri Valley.....	2,682,574 28	2,787,999 30	1,376,288 08	1,784,687 87
Minneapolis & Pacific.....	† 207,800 80	.....	† 132,482 04	.....
Minneapolis, St. Paul & Sault Ste. Marie } .....	.....	762,940 44	.....	685,082 56
Northern Pacific.....	12,789,448 10	15,577,609 88	7,178,019 69	8,996,166 45
St. Paul, Minneapolis & Manitoba	8,092,448 82	9,401,736 85	4,314,895 45	5,410,986 88
Wisconsin, Minnesota & Pacific.....	246,254 08	196,043 08	199,899 91	228,513 47
Total.....	\$ 88,150,816 94	\$ 90,057,639 65	\$ 49,608,024 26	\$ 57,462,574 18

† Minneapolis & Pacific only.

TABLE XXI.—COMPARATIVE SUMMARY FOR THE YEARS ENDING JUNE 30, 1887-8.

TOTAL LENGTH OF ROADS AND BRANCHES.	1887.	1888.	Increase of 1888 over 1887.	Decrease of 1888 from 1887.
Total length of lines and branches in Dakota.....	3,975.21	4,310.10	334.89	.....
Total length of double track in Dakota.....	4.50	4.50	.....	.....
Total length of sidings in Dakota.....	285.08	288.40	.....	1.08
Capital stock paid in.....	\$ 302,964,507 86	\$ 342,948,708 19	\$ 39,984,200 83	\$
Capital stock paid in per mile of road.....	171,700 98	192,179 72	20,478 74	.....
Total funded debt.....	385,513,880 14	429,875,177 96	44,361,287 84	.....
Total unfunded debt.....	20,061,455 86	16,746,331 87	.....	3,315,123 99
Total debt.....	405,575,336 00	446,621,509 85	41,046,163 85	.....
Total debt per mile.....	174,554 63	171,668 90½	.....	2,880 73½
Total stock and debt.....	702,437,458 86	760,879,412 82	57,921,959 46	.....
Total stock and debt per mile.....	368,457 70	363,746 01½	.....	4,711 68½
Total cost of road and equipment.....	594,502,513 23	753,008,068 80	158,400,550 57	.....
Total cost of road and equipment per mile.....	246,808 09	326,654 21	69,851 12	.....
Proportion of cost for Dakota.....	98,785,929 59	108,778,389 28	10,992,459 64	.....

TABLE XXI.—Continued.

OPERATING EXPENSES.	1887.	1888.	Increase of 1888 over 1887.	Decrease of 1888 from 1887.
Maintenance of way and buildings	\$ 11,046,929 00	\$ 12,353,199 43	1,306,269 43	.....
Motive power and cars	7,480,968 30	8,713,013 28	1,232,075 08	.....
Conducting transportation	24,715,461 61	29,344,984 28	4,629,472 62	.....
General expenses	6,379,869 20	7,143,437 24	768,747 95	.....
Total operating expenses	49,663,018 10	57,463,574 13	7,799,556 03	.....
Proportion for Dakota	8,154,930 02	6,723,166 62	.....	1,429,693 40
Operating expenses per mile	28,134 05	35,563 72	.....	566 33
Operating expenses per train mile (per cent.) .....	.98	.885949	.....	.894051
Operating expenses—per cent. of earnings .....	.6703	.....	.....	.....
Interest and Rental	19,280,868 95	9,721,027 77	.....	9,559,890 18
Operating expenses, interest and rental	68,663,935 05	67,183,601 95	.....	1,700,788 10

TABLE XXI.—Continued.

EARNINGS.	1887.	1888.	Increase of 1888 over 1887.	Decrease of 1888 from 1887.
From passenger.....	\$ 18,924,203 00	\$ 21,764,713 25	2,840,510 25	.....
From express	1,499,409 02	1,506,762 55	67,353 53	.....
From mails and other sources.....	2,268,270 88	2,595,948 77	327,677 94	.....
From freight.....	61,153,598 81	63,288,928 61	2,035,330 80	.....
Miscellaneous	1,251,535 20	871,587 97	.....	379,947 23
Total earnings	85,190,916 94	90,057,689 65	4,866,772 71	.....
Proportion for Dakota	10,988,141 46	9,647,970 45	.....	1,340,171 01
Earnings per mile of road	83,057 44	81,058 92	.....	1,978 52
Earnings per train mile, passenger trains (per cent.).....	1.0289	.81288	.....	.21613
Earnings per train mile, freight trains (per cent.).....	1.896	1.40961	.....	.48639
Earnings per train mile, all trains earning revenue (per cent.)..	1.452	1.1466	.....	.3054
Earnings above operating expenses	35,997,375 18	32,506,065 67	.....	3,491,309 51
Earnings above operating expenses for Dakota.....	2,763,311 46	2,919,908 88	.....	.....
Total income from all sources.....	87,464,408 94	90,688,267 57	3,223,858 63	.....

* Includes item of \$948.50 for Black Hill & Fort Pierre Road, not itemized.

TABLE XXI.—Continued.

MILEAGE, PASSENGERS AND FREIGHT.	1887.	1888.	Increase of 1888 over 1887.	Decrease of 1888 from 1887.
<i>Train Mileage:—</i>				
Miles run by passenger trains.....	20,152,861	22,806,254	2,653,373	.....
Miles run by freight trains	34,635,603	41,272,495	6,616,892	.....
Miles run by trains earning revenue	54,808,464	64,078,749	9,270,285	.....
Miles run by switching trains	11,437,906	14,132,943	2,694,930	.....
Miles run by construction and other trains.....	6,716,981	4,029,507	.....	2,687,424
<i>Passengers:—</i>				
Total number carried.....	20,637,860	23,745,335	3,107,455	.....
Total number carried one mile.....	763,220,552	879,433,518	116,212,966	.....
Average rate of fare per mile per passenger (cents).....	2.983	1.284	.....	1.649
Average distance traveled by each passenger (miles)....	48.07	49.177	.107	.....
<i>Freight:—</i>				
Total tons carried.....	24,674,463	28,397,445	3,722,977	.....
Total tons carried one mile	4,831,570,459	5,430,980,004	599,359,545	.....
Total freight car mileage.....	709,495,652	799,080,453	89,584,801	.....
Average rate in cents.....	.0504	.0134	.....	.0370

INDEX.

[Roman figures refer to part II.]

ACCIDENTS—	
to persons.....	8
table of.....	228-229
ADDITIONS TO RAILROADS—	
Chicago & Northwestern.....	5-6
Chicago, Milwaukee & St. Paul.....	5-6
Chicago, St. Paul, Minneapolis & Omaha.....	5-6
Duluth & Wilmar.....	6
Duluth, Watertown & Pacific.....	6
Fremont, Elkhorn & Missouri Valley.....	5-6
Illinois Central.....	6
Minneapolis & Pacific.....	5-6
Northern Pacific.....	5-6
St. Paul, Minneapolis & Manitoba.....	5-6
AMERICAN EXPRESS COMPANY—	
officers and directors of.....	194
report of.....	194
BLACK HILLS & FORT PIERRE RAILROAD—	
officers and directors of.....	163-164
report of.....	157
BRIDGES—	
crossings, etc., table of.....	222-223
in Dakota.....	8
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY—	
officers and directors of.....	82
report of.....	62
CAPITAL STOCK OF RAILWAYS—	
comparative table of.....	197
CARS—	
furnishing cars to shippers.....	26-27-29-33-46-37-39-50-51-73-74-75
number added to various lines.....	60-61
CHEROKEE & DAKOTA RAILROAD—	
officers and directors of.....	188
report of.....	183
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY—	
additions to and betterments of.....	56
complaints against.....	24-36-38-40-44-45-46
officers and directors of.....	129
report of.....	105
CHICAGO & NORTHWESTERN RAILWAY—	
additions to and betterments of.....	5-6
complaints against.....	31-37-39-43-47-49-50
officers and directors of.....	28
report of.....	3

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY—

additions to and betterments of	5-6
officers and directors of	47
report of	30

COMPARATIVE TABLES OF—

accidents to persons	228-229
bridges, crossings, etc., in Dakota	222-223
capital stock	197
cost	199
Dakota tonnage classified	226-227
debt	198
earnings	200-201
expenses, operating	202-203
equipment	232-233
freight traffic and car mileage	218-219
interest and dividends compared with income	213-214
mileage traffic	216-217
operating expenses compared with earnings	210-211
operating expenses, interest and rental compared with income	212
property accounts, charges and credits, construction	230-231
property accounts, charges and credits, equipment	232-233
passenger and freight	9
subdivision operating expenses	204-209
tonnage classified	224-225
track in Dakota, miles	215
telegraph, rails, etc	234-235
train mileage	10

COMPARATIVE TABLES OF CAPITAL STOCK, ETC., YEARS

1887 and 1888	236-237
earnings	240
length of road and branches	238
mileage, passenger and freight	241
operating expenses	239

COMPLAINTS—

against Chicago & Northwestern railway	31-37-39-43-47-49-50
against Chicago, Milwaukee & St. Paul railway	24-36-38-40-44-45-46
against Northern Pacific railway	28-29-33-35-36-46-48
against St. Paul, Minneapolis & Manitoba railway	26-27-28-30-31-34-41-42
of people of Aberdeen, depot wanted	24
of B. F. Wise, refusal to furnish cars	26
of L. S. Russell, cars wanted	26
of J. D. Cummins, cars wanted	27
of James McCabe, cars wanted	27
of citizens of Hunter, Mayville, Arthur and other points, connection wanted	28
of H. M. Taber, cars wanted	29
of George S. Wood et al, site for warehouse wanted	30
of C. Lord et al, station wanted	31
of Dakota School of Mines, reduction of rates wanted	31
of J. C. Daley, cars wanted	33
of Robert Hunter, cars wanted	33
of Commissioners Grand Forks County, cesspool at Inkster	34
of Edward Bennett et al, against closing Fargo & Southwestern Branch	35
of W. S. Belden, cars wanted	36
of William Crager, cars wanted	36
of Thomas Brady, cars wanted	37
of C. M. Furber, site for warehouse wanted	38
of Pritchard & Kethledge, cars wanted	39
of Coombe & Kinsman, site for warehouse wanted	40

COMPLAINTS—*Continued*—

of Wesley Brownell, site for warehouse wanted	40
of citizens of Milton, crossing wanted	41
of citizens of Osnabrock, wanted warehouse opened	42
of citizens of Hunter and other points, wanted Mayville Branch improved	42
of citizens of Groton, switch wanted	43
of Edwin Knapp, site for warehouse wanted	44
of J. N. Harden, site for warehouse wanted	45
of citizens of Lake Preston, transfer track wanted	46
of citizens of Taylor, wanted station opened	46
of citizens of Elkton, transfer tracks wanted	47
of citizens of Hannaford, station wanted	48
of J. E. Barns, site for coal shed wanted	49
of citizens of Canning, wanted station opened	49
of Dwyer & Co., reduction of rates wanted	50
of John F. Wilson, cars wanted	51
of Farmers' Elevator Co., of Doland, cars wanted	51
of J. V. Lawson, cars wanted	51
of Farmers' Elevator Co., of Frankfort, cars wanted	51
of J. J. Sweet, cars wanted	51
of W. J. Kenny, cars wanted	51
of J. W. Douglas, cars wanted	51
of Farmers' Association, of Hecla, cars wanted	51
of Felix Dilger, loss by prairie fire	52-53

CONDITION OF ROADS..... 11-12

COST OF ROADS—

comparative table of	199
----------------------------	-----

DAKOTA—

accidents in	8
earnings for	200-201
miles of road in	6
miles graded but not ironed in 1888	7
steel and iron rails in	215
tonnage classified	8-226-227

DAKOTA GRAIN GRADES..... 57-59

DEBT—

comparative table of	198
----------------------------	-----

EARNINGS 200-201

per mile of road operated	201
---------------------------------	-----

ELEVATORS AND WAREHOUSES—

bond not completed	64-68
capacity of	60-62-68
claiming to do a private business	55-78
licensed	62-64
private	59
regulation of	54-59
recommendations	78-79

EMPLOYES 8

Dakota	8
injured	8-228-229
wages of, in Dakota	8

EQUIPMENT—

of roads	9
table of	232-233

EXPENSES—

compared with income, table of.....	212
interest and rental compared with income.....	212
operating	9
operating, table of.....	202-203
operating, subdivision, table of.....	204-209
table of.....	210-211

EXPRESS COMPANY REPORTS—

American Express company.....	194
-------------------------------	-----

EXTENSIONS, NEW RAILROADS AND BETTERMENTS—

Cherokee & Dakota (Illinois Central).....	6
Chicago, Milwaukee & St. Paul.....	5-6
Chicago & Northwestern.....	5-6
Chicago, St. Paul, Minneapolis & Omaha	5-6
Fremont, Elkhorn & Missouri Valley	5-6
Minneapolis & Pacific	5-6
Northern Pacific	5-6
St. Paul, Minneapolis & Manitoba	5-6

ELEVATOR COMPANIES 62-68**FARE—**

passenger, table of.....	216-217
--------------------------	---------

FREIGHT TRAFFIC, 1887-1888—

total number of tons.....	9
total number of tons, local.....	9
total number of tons carried one mile	9

FREMONT, ELKHORN & MISSOURI VALLEY RAILWAY—

additions to, and betterments of.....	5-6
officers and directors of	181-182
report of.....	165

FURNISHING CARS TO SHIPPERS—

complaints of	26-51-73-77
---------------------	-------------

GENERAL STATISTICS..... 8-10**GRAIN AND WAREHOUSES—**

bond not completed.....	64-68
claiming to do a private business.....	55-78
grades of grain established by commission.....	57-59
introductory remarks.....	54-57
licensed elevators and warehouses.....	62-64
recommendations	78-79
text of law.....	69-73

GROSS EARNINGS—

of roads in Dakota.....	200-201
tax.....	10

INCOME—

table of interest and dividend compared with.....	213-214
table of interest and rental compared with.....	212

INTEREST AND DIVIDENDS—

compared with income, table of.....	213-214
-------------------------------------	---------

INTEREST AND RENTAL—

compared with income, table of.....	212
-------------------------------------	-----

INTER-STATE COMMERCE—

conference of national commission with northwestern commis-	
sioners	21-23
resolutions northwestern commissioners	22-23

MILES OF ROAD—

in Dakota	5-6
owned or operated by each company	5-6
table of	215

MILEAGE—

traffic, table of	216-217
-------------------------	---------

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE—

additions to and betterments of	5-6
consolidation of Minneapolis & Pacific	7
consolidation of Minneapolis & St. Croix	7-20
consolidation of Minneapolis, Sault Ste. Marie & Atlantic	20
consolidation of Aberdeen, Bismarck & Northwestern	7-20
officers and directors of	60-61
report of	48

NEW RAILROADS—

extensions and betterments of	5-6
-------------------------------------	-----

NORTHERN PACIFIC RAILROAD—

complaints against	28-29-33-35-36-46-48
officers and directors of	103
report of	83

OPERATING EXPENSES—

comparative summary, table of	236
compared with earnings, table of	210-211
subdivision of, table of	204-209
table of	9-202-203

PASSENGERS CARRIED—

average distance travelled by each	9
comparative table of	241

PRIVATE GRANARIES—

recommend building	59
--------------------------	----

PROPERTY ACCOUNTS—

table of	230-233
----------------	---------

RAILROADS—

accidents	8-228-229
compilation of returns	195-241
condition of	11-12
miles of in Dakota	5-6
miles of grade, not ignored, in Dakota	7
new	5-6
passengers carried	9
proposed new roads	13-20
tons of freight transported	9
taxation of	9-10
Burlington, Cedar Rapids & Northern	62-82
Black Hills & Fort Pierre	157-164
Cherokee & Dakota	183-188
Chicago, Milwaukee & St. Paul	105-129
Chicago & Northwestern	3-28
Chicago, St. Paul, Minneapolis & Omaha	30-37

RAILROADS—*Continued*—

Fremont, Elkhorn & Missouri Valley	165-182
Minneapolis & Pacific (see M. St. P. & S. Ste. M.).....	
Minneapolis, St. Paul & Sault Ste. Marie.....	48-61
Northern Pacific	83-103
St. Paul, Minneapolis & Manitoba	140-156
Wisconsin, Minnesota & Pacific	131-139

RAILS, TELEGRAPH, ETC—

table of.....	234-235
---------------	---------

RAILS—

steel and iron, in Dakota.....	234
--------------------------------	-----

RATES—

special.....	31-33
discrimination in.....	50

RECOMMENDATIONS—

regarding wheat blockades	73-77
grain and warehouse law.....	78
taxation of telegraph companies	78-79
express and telephone and sleeping car companies.....	78-79
power of commission	78

RENTAL—

compared with income, interest, table of.....	32
---	----

REPORT OF—

American Express company.....	194
Burlington, Cedar Rapids & Northern railway.....	62-82
Black Hills & Fort Pierre railroad	157-164
Cherokee & Dakota railway.....	183-188
Chicago, Milwaukee & St. Paul railway.....	105-129
Chicago & Northwestern railway.....	3-28
Chicago, St. Paul Minneapolis & Omaha railway.....	30-37
Fremont, Elkhorn & Missouri Valley railway.....	165-182
Minneapolis & Pacific railway (see M. St. P. & S. Ste. M. Ry.)....	
Minneapolis, St. Paul & Sault Ste. Marie railway.....	48-61
Northern Pacific railroad.....	83-103
St. Paul, Minneapolis & Manitoba railway.....	140-156
Wisconsin, Minnesota & Pacific railway.....	131-139
Western Union Telegraph company.....	189-193

ROLLING STOCK—

increase of.....	60-61
------------------	-------

STATIONS—

number of.....	8
complaints regarding.....	46-49

STATISTICS—

general.....	8-10
--------------	------

STEEL AND IRON RAILS IN DAKOTA..... 215

STOCK—

capital, table of.....	197
------------------------	-----

STOCK AND DEBT—

comparative table of.....	236-237
---------------------------	---------

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY—

complaints against.....	26-27-28-30-31-34-41-42
officers and directors of.....	156
report of.....	140

SUBDIVISION OF OPERATING EXPENSES—

table of.....	204-209
---------------	---------

SUMMARY—

comparative table of, for the years ending June 30, 1886-1887.....	236-241
--	---------

TABLES—

accidents to persons.....	228-229
bridges, cattle guards and crossings in Dakota.....	222-223
comparative summary for years, etc.....	236-241
capital stock.....	197
cost.....	199
debt.....	198
earnings.....	200-201
equipment.....	232-233
interest and dividend compared with income.....	213-214
operating expenses compared with earnings.....	210-211
operating expenses, interest and rental compared with income.....	212
operating expenses.....	202-203
property accounts, etc., construction.....	230-231
property accounts, etc., equipment.....	232-233
subdivision of expenses in operating roads.....	204-209
track in Dakota.....	215
train mileage.....	210-216-217
tonnage.....	224-225
telegraph, rails, etc.....	234-235

TAXATION OF RAILROADS—

in Dakota.....	9-10
----------------	------

TELEGRAPH, RAILS, ETC—

table of.....	234-235
---------------	---------

TELEGRAPH—

report of Western Union Telegraph company.....	189-193
--	---------

TONNAGE

Dakota.....	9
in Dakota, table of.....	226-229
table of.....	224-225

TRACK IN DAKOTA—

miles, table of.....	5-6-215
----------------------	---------

TRAFFIC—

freight and car mileage, table of.....	218-219
mileage, table of.....	216-217

WAREHOUSES IN DAKOTA.....

60-68

WHEAT CROP—

bushels of grain shipped.....	59-61
of 1888.....	59-60

WESTERN UNION TELEGRAPH COMPANY—

officers and directors of.....	193
report of.....	189

WISCONSIN, MINNESOTA & PACIFIC RAILWAY—

officers and directors of.....	139
report of.....	131



